The "Contour" Road Book of England.

Northern Division.

Numerous Maps & Plans.

Ex Libris
C. K. OGDEN

Summary.

Date.	Route.	Distance.
Date.	Route.	

This Volume

Covers the counties of Northumberland, Durham, Yorkshire, Cumberland, Westmorland, Lancashire, Cheshire, and part of Derby and Nottingham.

Arrangement.

Maps.	*No.*
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* *Appear only in the India Paper Edition.*

INDEX

TO THE

KEY MAPS.

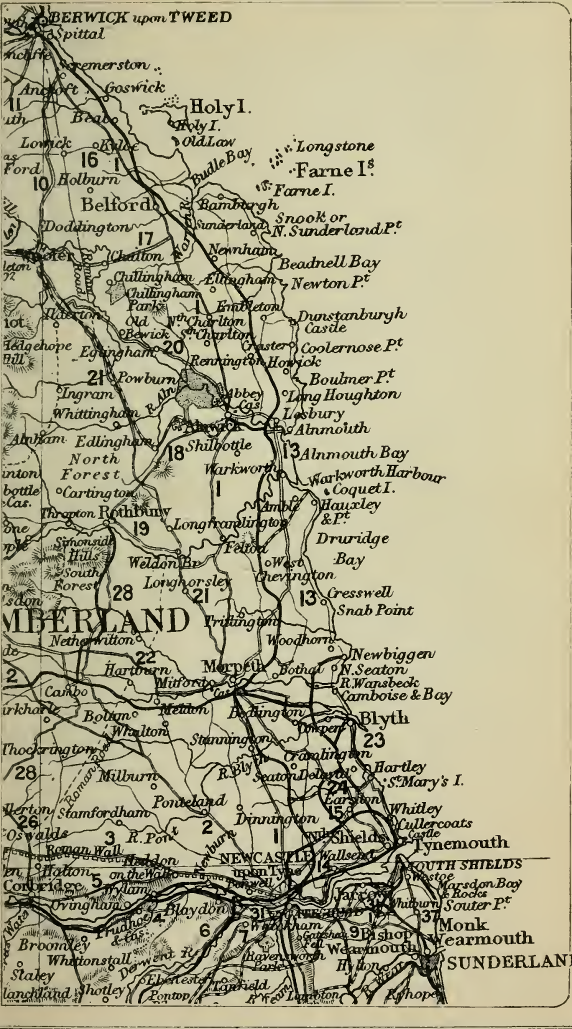
The numbers on the Maps refer to the Routes.

1

Recommended
MAIN ROUTES.
English Miles
0 10 20 30 40 50
Berwick on Tweed
Holy I.
Farn Is
Kelso
R. Tweed
Wooler
Alnwick
Alnmouth
Coquet I.
R. Coquet
Cheviot Hills
Northumberland
Morpeth
Dumfries
Solway Moss
N. Shields
Newcastle
S. Shields
R. Tyne
Sunderland
R. Wear
Durham
Carlisle
Cumberland
Maryport
Cockermouth
Skiddaw
Cross Fell
Penrith
Keswick
Derwent Wr.
Helvellyn
Whitehaven
St. Bees Hd.
Westmoreland
Windermere
Kendal
Durham
Hartlepool
Stockton
Darlington
R. Tees
Redcar
Saltburn
Whitby
Robin Hood Bay
Middlesboro
North Riding
Nth York Wolds
Scarborough
Filey
Flambor
Bridlington Bay
Barrow
Walney I.
Morecambe Bay
Whernside
Penyghent
Ingleborough
Lancaster
Settle
Skipton
Morecambe
Fleetwood
Blackpool
R. Wyre
Preston
R. Ribble
Southport
Blackburn
Rochdale
Bolton
Wigan
Oldham
Liverpool
Birkenhead
Manchester
Warrington
Ashton
Holywell
R. Mersey
Stockport
Macclesfield
R. Swale
R. Ure
R. Nidd
R. Ouse
R. Derwent
York Wolds
York
East Riding
R. Hull
Hornsea
Hull
R. Wharfe
R. Aire
Leeds
Bradford
Halifax
Wakefield
Huddersfield
Barnsley
Doncaster
Glossop
Sheffield
The Peak
Buxton
Chesterfield
Worksop
Gainsborough
R. Trent
Lincoln Wolds
Lincoln
Lincoln Heights
R. Humber
Gr. Grim
Nottingham
Newark
Boston
Grantham
Flint
Denbigh
Mold
Cheshire
Chester
Crewe
Nantwich
Wrexham
Llangollen
Bala
R. Dee
Matlock
Derby
Stoke
Newcastle under Lyne
Burslem
R. Weaver
Stafford
Burton
Loughboro
Ashby
Melton Mowbray
Oakham
Stamford
Rutland
Uppingham
Peterboro
The Fens
Bedford Level
Wellington
R. Severn
Shrewsbury
Wrekin
Wolverhampton
Lichfield
Tamworth
Leicester
Welshpool
Montgomery
Shropshire
Bilston
Walsall
Birmingham
Dudley
Coventry
Plinlimmon
Llanidloes
Ludlow
Kidderminster
Warwick
Rugby
Northampton
Huntingdon
St. Ives
Radnor
Presteign
New Radnor
Leominster
Worcester
Droitwich
Leamington
Stratford on Avon
R. Avon
R. Cherwell
Cambridge
Bedford
Hereford
Malvern Hills
Banbury
Dunstable
Brecknock
Brecon
Brecknock Beacons
Tewkesbury
Cheltenham
Oxford
Buckingham
Ross
Monmouth
Gloucester
Cotswold Hills
Woodstock
Witney
Aylesbury
Chiltern Hills
St. Albans
Hertford
Stroud
R. Thames or Isis
Swindon
Chepstow
Caerleon
Newport
Bristol
Llandaff
Cardiff
Berks
Newbury
Reading
Middlesex
LONDON
Harrow
Richmond

RIPLEY
STA.
BIRSTWITH STA.
Hampthwaite
Kettlesing
DARLEY
Holme
Menwith
NIDD BR. STA.
Nid
KNARESBOROUGH
STAR BECK
HARROGATE STA.
HARROGATE
Felliscliffe
Low Harrogate
Bolton Park
West End
Storwith
Bolton Bridge
Blubberhouses
Fewston
Beckwith Shaw
Pannal
PANNAL STA.
Gr. Timble
Summerscales
Timlings
Langbar
Middleton
Denton
Stainburn
Kirby
Overblows
Wharfe River
ILKLEY STA.
Ilkley
BEN RHYDDING STA.
Weston
Castley
Farnley Ch.
Burley
BURLEY STA.
OTLEY
Pool
HAREWOOD
ARTHINGTON STA.
Arthington
Bramhope
Menston
Guiseley
GUISELEY STA.
Wt. Morton
Est. Morton
Hawksworth
Ilwoodley Gate
Adele
Wigton
BINGLEY
BINGLEY STA.
Baildon
Esholt
APPERLEY BRI. STA.
Horsforth
Chap. Allerton
Cottingley
Idle
CALVERLEY STA.
Calverley
Headingley
HEADINGLEY STA.
SHIPLEY
Heaton
MANNINGHAM STA.
Eccles Hill
ECCLES HILL STA.
Farsley
NEWLAY STA.
KIRKSTALL
LEEDS
Denholme
BRADFORD
Thornton
Bramley
Pudsey
Tong
Hunslet
Clayton
Grt. Horton
QUEENSBURY STA.
Hudley Hill
Drighlington
Beeston
St. Johns
HOLMFIELD STA.
Shelf
Gildersome
Churwell
Middleton
Rothwell
Ovenden
North Owram
WYKE STA.
Wyke
Birkenshaw
Morley STA.
Thorpe
Cleckheaton
Birstal
Ardsley
Woodkirk
HALIFAX
Lightcliffe
Bailiff
Batley
LOFTHOUSE STA.
Kings Cross
COPLEY STA.
Southowram
Brighouse
Clifton
Heckmondwike
Gawthorpe
Newton
DEWSBURY
Northorpe
Mirfield
Ossett
Horbury
WAKEFIELD
COOPER BRI. STA.
Rastrick
Elland
Sheepridge
BRADLEY
DEIGHTON STA.
MIRFIELD STA.
Thornhill
HORBURY STA.
HORBURY JUNC.
Lindley
Kirk Heaton
Cockley Hill
Middlestown
Netherton
CRIGGLESTONE STA.
HUDDERSFIELD
GOLCAR STA.
Gr. Lepton
Overshittlington
Flockton
Chapelthorpe
LOCKWOOD STA.
FENAY BR. STA.
Almondbury
Elmley
NETHERTON STA.

Duns
Marchmont
Greenlaw
Swinton
River Tweed
Coldstream
Birgham
Sprouston
Flodden Field 1513
Yetholm
Newton Tors
JEDBURGH
Bedrule
HAWICK
Cauldmill
Camptown
Hobkirk
Bonchester
Stobs
Southdean
Shankend
Teviothead
Carter Fell
Kielder Moors
R. Reed
Rochester
Chevy Chase 1388
Otterburn
Deadwater
Wether Lair
Ricarton
Kielder Cas.
Flashetts
NORTH
Hareshaw Moor
Falstone
Thorneybarn
Bellingham
New Castleton
LANGHOLM
Kershope B.
Humbles Hill
Reedsmouth
Bailiehead
Knowe
Wark
Birtley
Haggbeck
Shopford
Spadeadam Waste
Scots Gap
Waste
Simonburn
Netherby
Longtown
The Beacon
R. Irthing
Chollerford
Kirklinton
Gilsland
Roman Wall
Walton
Scaleby
Greenhead
Haltwhistle
Hexham
Roman Wall
Crosby
Brampton
Plainmeller
Farlam
Castle Carrock
Whitfield
Catton
Juniper
Warwick
CARLISLE
Allendale Town


BERWICK upon TWEED
Spittal
Goswick
Holy I.
Holy I.
Old Law
Budle Bay
Longstone
Farne Is.
Farne I.
Lowick
Kyloe
Holburn
Belford
Bamburgh
Sunderland
Snook or N. Sunderland Pt.
Doddington
Chatton
Newnham
Beadnell Bay
Chillingham
Ellingham
Newton Pt.
Chillingham Park
Embleton
Old Bewick
Nth. Charlton
Sth. Charlton
Dunstanburgh Castle
Egingham
Craster
Coolernose Pt.
Rennington
Howick
Powburn
Boulmer Pt.
Ingram
Abbey
Long Houghton
Whittingham
R. Aln
Lesbury
Alnwick
Alnmouth
Edlingham
Shilbottle
Alnmouth Bay
North Forest
Warkworth
Warkworth Harbour
Cartington
Coquet I.
Amble
Hauxley & Pt.
Thropton
Rothbury
Longframlington
Druridge Bay
Simonside Hills
Felton
South Forest
Weldon Br.
West Chevington
Longhorsley
Cresswell
Snab Point
MBERLAND
Tritlington
Woodhorn
Netherwitton
Newbiggen
Hartburn
Morpeth
Bothal
N. Seaton
R. Wansbeck
Mitford
Cambo
Cas.
Camboise & Bay
Bolam
Meldon
Bedlington
Blyth
Whalton
Cowpen
Stannington
Thockrington
Cramlington
Hartley
Milburn
R. Bly
Seaton Delaval
St. Mary's I.
Roman Road
Earsdon
Ponteland
Whitley
Stamfordham
Cullercoats
Dinnington
R. Pont
Nth. Shields
Castle
Tynemouth
Oswalds
Roman Wall
Heddon on the Wall
NEWCASTLE upon Tyne
Wallsend
SOUTH SHIELDS
Corbridge
Halton
Westoe
Wylam
Marsdon Bay & Rocks
Ovingham
Jarrow
Whitburn
Souter Pt.
Blaydon
Prudhoe & Cas.
Whickham
Monk Wearmouth
Broomley
Gateshead Fell
Bishop Wearmouth
Whittonstall
Derwent R.
Ravensworth Park
Hylton
SUNDERLAND
Staley
Ebchester
Tanfield
Shotley
Ponton
R. Wear
Lambton
Ryhope
11
16
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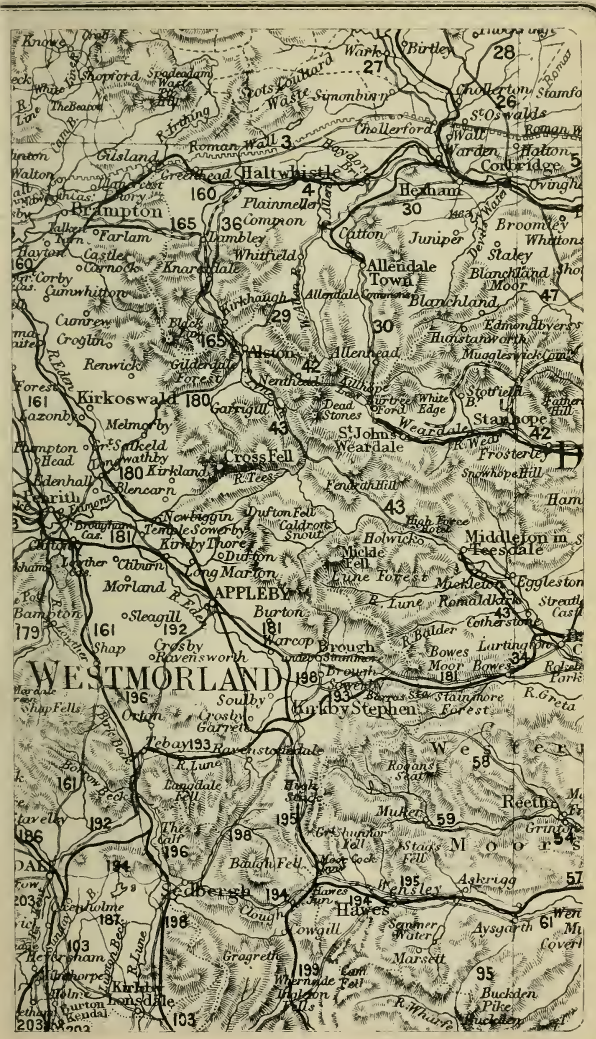
Highdike
Waterbeck
Middlebie
Canobie
Haggb
Dalton
Gretna
Ecclefechan
Kirtle Br.
Kirkpatrick
Lockerbie
Lonesome
Bankend
Glencaple
Ruthwell
Gretna Green
ANNAN
Carlaverock Cas.
Cummertrees
Dornock
Arrowe
Scaleby
Bowness
Port Carlisle
Rockcliffe
R. Eden
Burnfoot
Candurnock
Moricambe Bay
Kirk Bampton
CARLISLE
Southerness
SOLWAY FIRTH
Silloth
Lit Bampton
Oughterby
Wiggonby
Dalston
Blitterlees
Abbey Town
Wigton
Wreay
Old Mailtray
Mealrigg
Westward
Allonby
Mealsgate
Bolton
Inglewood
Caldbeck
Hesket
Seberham
Marypor
Ireby
Newmarket
Botcel
Dearham
CUMBERLAND
Flimby
Oldridekirk
Cockermouth
Bassenthwaite Water
Calder Abbey
Greystoke Park
Workington
Brigham
Skiddaw
Saddleback
Harrington
Eaglesfield
Dearne
Lords Seat Hills
Dacre
Distington
Lorton
Keswick
Mosrestn
Lowes Water
Derwent Water
Grasmere
Hitehaven
Lamplough
Lowes Water
Arlecdon
Grummock Water
Salton Bay
Hessenham
Ennerdale Water
Buttermere
Ennerdale
Thirlmere
Helvellyn
Gatteridale
es Head
St Bees
Cleator
Egremont
Crummock Water
Northwaite
St James
Beckermet
Calder Br.
Hale
Wast Water
Scawfell
Bowfell
Langdale Pikes
Grasmere
Rydal
Ambleside
Pooton
Gosforth
Wrynose
Seascales
Drigg
R. Esk
Eskdale
Mite
Wetherlam
Windermere
Ravenglass
Alpha Fell
Old Man
Coniston
Hawkshead
R. Esk
Dunnerdale
Rothwaite Water
Wasdale
Wasthwaite
Torver
Furness Fells
Underbar
Lorney
Lorney Fell
High Nibthwaite
Broughton in Furness
Seathwaite
Colton
Whitbe
Black Combe
Kirkby Ireleth
Newton
Lindale
Cartmel
Ulverston
Grange
Haverigg Pt.
Dalton
Pennington


WESTMORLAND
Brampton
Haltwhistle
Hexham
Corbridge
Gilsland
Roman Wall
Allendale Town
Blanchland
Alston
Allenhead
Kirkoswald
Cross Fell
Penrith
Appleby
Brough
Kirkby Stephen
Middleton in Teesdale
Stanhope
St. Johns Weardale
Tebay
Sedbergh
Hawes
Askrigg
Reeth
Shap
Orton
Kirkby Lonsdale
Dent
Cowgill
Garrigill
Nenthead
Melmerby
Langwathby
Kirkland
Dufton
Long Marton
Warcop
Bowes
Eggleston
Mickleton
Romaldkirk
Cotherstone
Sleagill
Morland
Bampton
Haydon Br.
Chollerford
Chollerton
Simonburn
Wark
Birtley
Warden
Catton
Whitfield
Lambley
Knaresdale
Kirkhaugh
Croglin
Renwick
Farlam
Castle Carrock
Cumwhitton
Cumrew
Great Salkeld
Blencarn
Newbiggin
Temple Sowerby
Kirkby Thore
Clifton
Crosby Ravensworth
Soulby
Crosby Garrett
Ravenstonedale
Muker
Wensley
Aysgarth
Buckden Pike
Hawes Jun.
Garsdale Head
Mallerstang
Wild Boar Fell
Grisedale
Stainmore Forest
Lartington
Staindrop
Cotherstone
Wolsingham
Edmondbyres
Hunstanworth
Muggleswick
Staley
Broomley
Juniper
Plainmeller
Holwick
Mickle Fell
Lune Forest
Burton
Heversham
Milnthorpe
Holme
Burton
Kendal
Oxenholme
Staveley
Kirkby Lonsdale
Gragreth
Whernside
Ingleton Fells
Buckden
Marsett
Semmer Water
Stags Fell
Great Shunnor Fell
Baugh Fell
The Calf
Langdale Fell
Rogans Seat
R. Eden
R. Lune
R. Tees
R. Wear
R. Greta
R. Balder
R. Lowther
R. Eamont
R. Irthing
R. Wharfe
Westerdale Moors
Forest
Shap Fells
Dufton Fell
Caldron Snout
Dead Stones
Fendrath Hill
High Force Hotel
Snowhope Hill
Frosterley
Burtree Ford
White Edge
Stotfield
Killhope
Gilderdale Forest
Black Fell
Allendale Commons
Weardale
160
165
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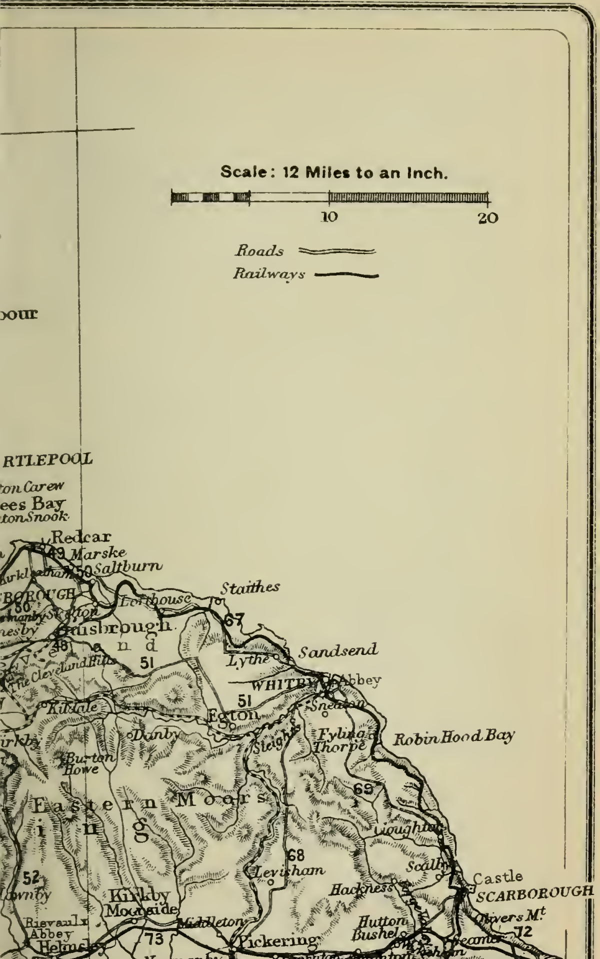
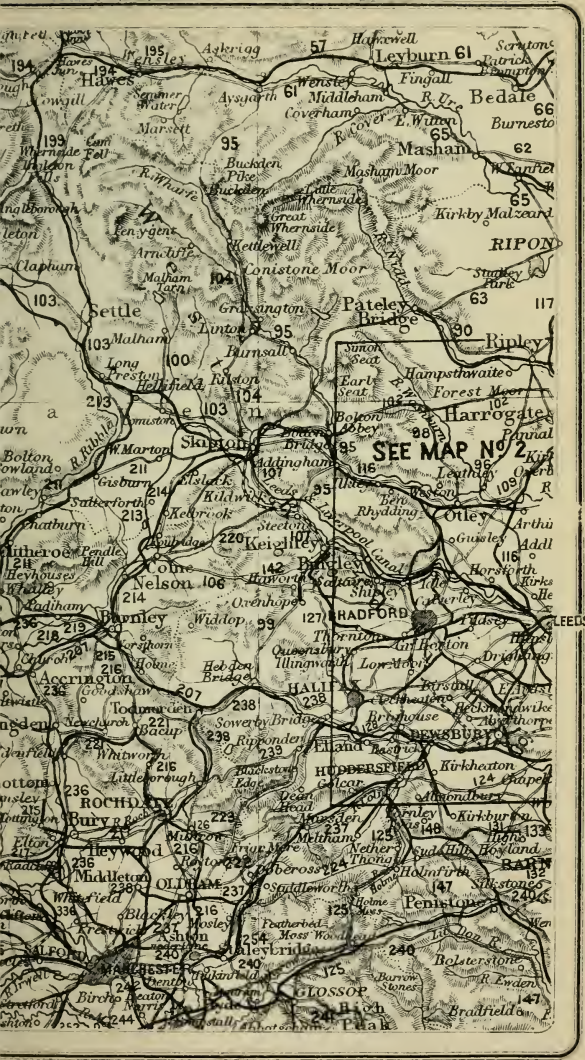
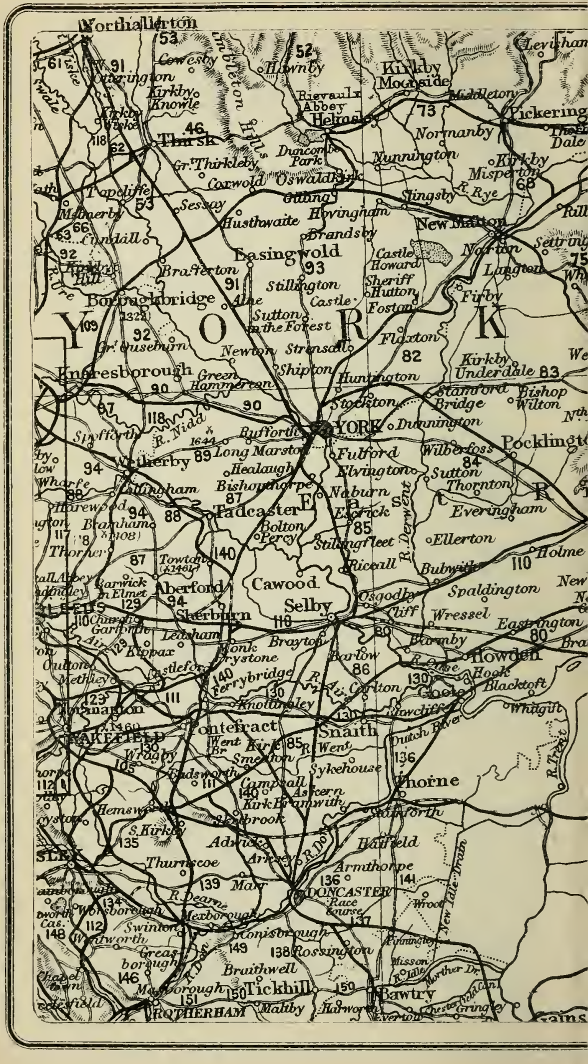
Milburn
Ponteland
Stamfordham
Dinnington
Seaton Delaval
Hartley
St. Mary's I.
Whitley
Cullercoats
Tynemouth
SOUTH SHIELDS
Monk
Wearmouth
SUNDERLAND
NEWCASTLE
Wallsend
Shiblon
Blaydon
Ryton
Whickham
Gateshead
Hylton
Bishop
Broomley
Whittonstall
Dewent R.
Ebchester
Lanchester
Chester le Street
Lumley Cast.
Houghton le Spring
Seaham
Seaham Har
Consett
Esh
Sherburn
Haswell
Shotton
Castle Eden
Sutley
Neville's Cross
DURHAM
Wolsingham
Brancepeth
Hart
Trimdon
West Hartlepool
Sedgefield
Greatham
Hamsterley
Witton Park
Bishop Auckland
St. Helens Auckland
Grindon
Wolviston
Eggleston
Bishopton
Wellingham
STOCKTON on Tees
MIDDLESBROUGH
Staindrop
Barnard Castle
Piercebridge
Hampton le Sclerne
Newton
Acklam
Eppleby
Clusby
DARLINGTON
Yarm
Stokesley
Croft
Forcroft
Cathorne
Hornby
Rudby
Melsonby
Middleton Tyas
Gilling
Scotch Corner
Gr. Smeaton
W. Rounton
Richmond
Marske
Freeminghm
Catterick
Danby Wiske
Wilbury
E. Harlsey
Northallerton
Downholme
Hornby
Harewell
Leyburn
Scruton
Patrick Brompton
Cowesby
Wensley
Finghall
Middleham
Bedale
Burneston
Kirby Knowle
Covehm
Mashan
Masham Moor
Kirkby Wiske
Thirsk
Gr. Thirkleby
Carwold
Topcliffe


Scale: 12 Miles to an Inch.
10
20
Roads
Railways
RTLEPOOL
ees Bay
Redcar
Marske
Saltburn
Staithes
Lofthouse
Sandsend
Lythe
WHITBY
Abbey
Sneaton
Egton
Danby
Fyling Thorpe
Robin Hood Bay
Burton Howe
Eastern Moors
Levisham
Hackness
Castle
SCARBOROUGH
Olivers Mt
Kirkby Moorside
Middleton
Pickering
Hutton Bushel
Normanby
Dale
Nunnington
Kirkby Misperton
Rievaulx Abbey
Duncombe Park
R. Rye
Hunmanby

KENDAL
Sedbergh
Torver
Furness Fells
High Nibthwaite
Broughton in Furness
Colton
Beanthwaite
Underbarrow
Sedgwick
Levens Bridge
Heversham
Newby Bridge
R. Leven
R. Lune
Newton
Lindale
Cartmell
Kirkby Ireleth
Ulverston
R. Duddon
Pennington
Dalton in Furness
Grange
Cark
Beetham
Burton in Kendal
Kirkby Lonsdale
Silverdale
Warton
Priest Hutton
Whittington
Thornton
Scales
Aldingham
North End
Barrow
Rampside
Biggar
South End
Piel Pier
Foulney I.
MORECAMBE BAY
Carnforth
Nether Kellet
Bolton le Sands
Poulton
Wray
Claughton
Caton
Halton
Morecambe
Heysham
LANCASTER
Overton
Scotforth
Ashton Hall
Bowland Forest
Lancaster Bay
Thurnham
Wyersdale
Cockersand Abbey
Cockerham
R. Wyre
Knott End
Shireshead
Fleetwood
Rossall Pt
Pilling
Garstang
Chipping
Cleveleys
Stalmine
Bispham
St Michaels on Wyre
Blackpool
Poulton
Eccleston
Longridge
Stoneyhurst Coll.
LANCASTER
Wharles
South Shore
Kirkham
Westby
St Annes
Warton
Ashton
PRESTON
Walton le Dale
Penworth
Longton
Samlesbury
R. Ribble
Hesketh
Farington
Tarleton
Leyland
Bamber Br.
Darwen
Croston
Bretherton
Chorley
Southport
Rufford
R. Yarrow
Coppull
Rivington
Horwich
Burscough Br.
Mawdesley
Adlington
BOLTON
Halsall
Ormskirk
Lathom
Standish
Haigh
Formby Point
Formby
R. Alt
Bickerstaffe
Lamberhead Green
Wigan
Great Crosby
Maghull
Melling
Billinge
Rainford
Leigh
Waterloo
Seaforth
Ashton in Makerfield
Black Rock L.H.
New Brighton
Wallasey
St Helens
Knowsley & Park
Newton in Makerfield
Culcheth
Prescot
Winwick
LIVERPOOL


Hawes
Leyburn
Bedale
Masham
RIPON
Settle
Pateley Bridge
Ripley
Harrogate
SEE MAP No 2
Skipton
Keighley
Otley
Colne
Nelson
Bradford
Burnley
Bingley
LEEDS
Accrington
HALIFAX
Brighouse
Elland
DEWSBURY
HUDDERSFIELD
ROCHDALE
Bury
Heywood
Middleton
OLDHAM
Penistone
MANCHESTER
GLOSSOP
Peak


Northallerton
Cowesby
Hawnby
Kirkby Moorside
Rievaulx Abbey
Helmsley
Pickering
Middleton
Normanby
Nunnington
Kirkby Misperton
Kirkby Knowle
Thirsk
Gr.t Thirkleby
Coxwold
Oswaldkirk
Duncombe Park
R. Rye
Slingsby
Gilling
Hovingham
Topcliffe
Sessay
Husthwaite
Brandsby
New Malton
Norton
Easingwold
Castle Howard
Sheriff Hutton
Foston
Stillington
Brafferton
Boroughbridge
Alne
Castle
Sutton in the Forest
Firby
Langton
Y
O
R
K
Gr.t Ouseburn
Newton
Strensall
Flaxton
Shipton
Knaresborough
Green Hammerton
Huntington
Kirkby Underdale
Stamford Bridge
Bishop Wilton
Stockton
Dunnington
R. Nidd
YORK
Bufforth
Long Marston
Spofforth
Wetherby
Fulford
Wilberfoss
Pocklington
Healaugh
Elvington
Sutton
Thornton
Wharfe
Bishopthorpe
Naburn
Everingham
Harewood
Tadcaster
Escrick
Bramham
Bolton Percy
Stillingfleet
R. Derwent
Ellerton
Thorner
Towton
Riccall
Bubwith
Holme
Barwick in Elmet
Aberford
Cawood
Spaldington
Selby
Osgodby
Cliff
Wressel
Sherburn
Eastrington
Garforth
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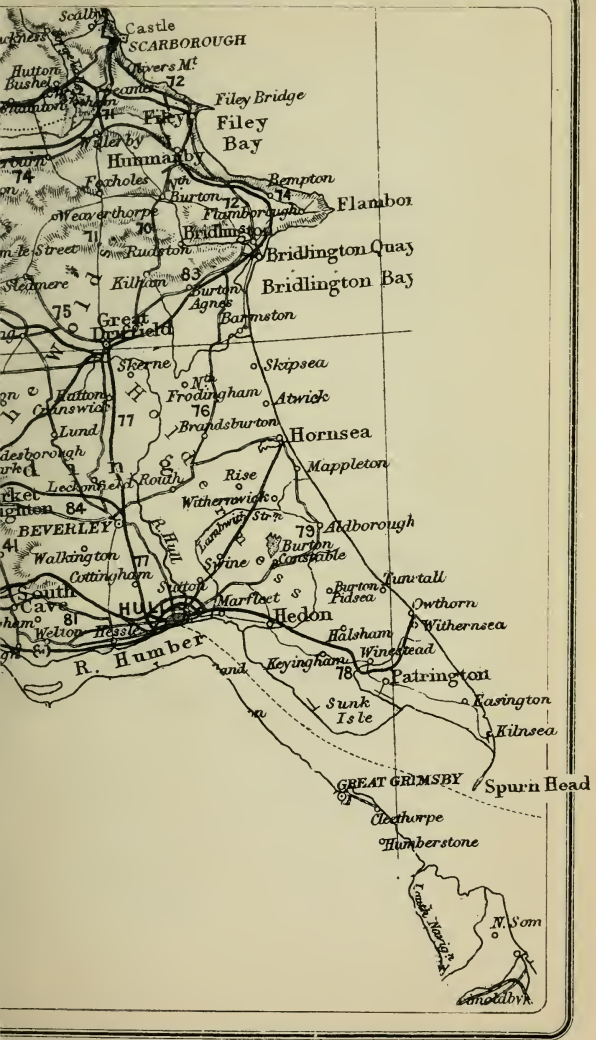
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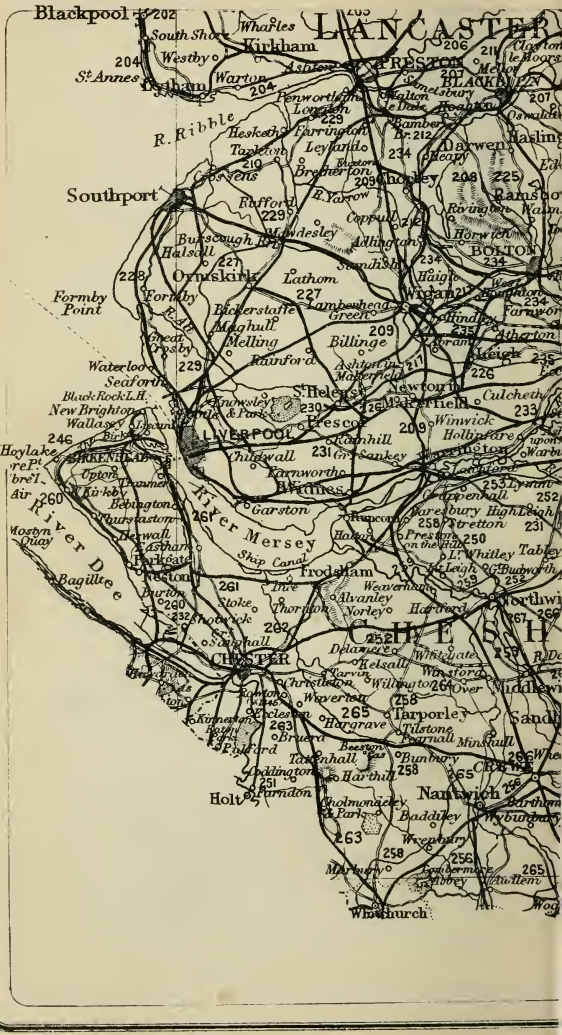
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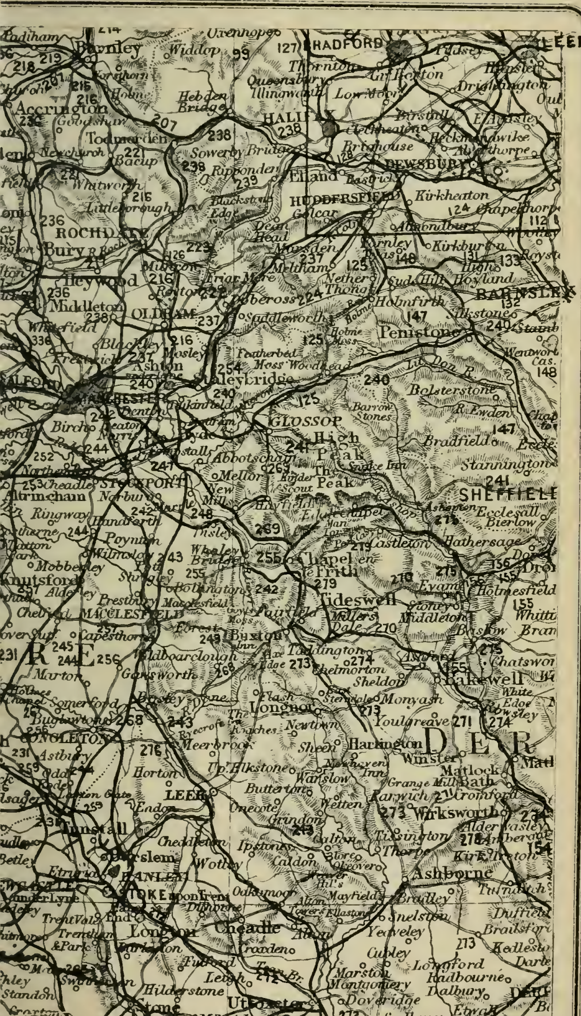
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The Routes are arranged Geographically from centres, so that the roads in each district are kept together.

As a general rule, the Route is from the larger place to the smaller.

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193, 34. ,, Barnard Castle.
185. ,, Barrow.
189. ,, Bowness.
161. ,, Carlisle.
194. ,, Hawes.
186. ,, Keswick.
187. ,, Kirkby Lonsdale.
188. ,, Newby Bridge.
186, 177. Patterdale.
203. ,, Preston.
103. ,, Skipton.
195. Kirkby Stephen to Askrig.
196. Sedbergh to Shap.

LANCASHIRE.

185. Barrow to Kendal.
185, 203. ,, Lancaster.
197, 172. ,, Whitehaven.
225. Blackburn to Bolton.
207. ,, Burnley.
218. ,, Padiham.
207. ,, Preston.
211. ,, Skipton.
212. ,, Wigan.
225. Bolton to Blackburn.
215. ,, Burnley.
234. ,, Manchester.
226. ,, Newton-le-Willows.
234. ,, Preston.
208. ,, Preston.
217. ,, Rochdale.
217. ,, Wigan.
215. Burnley to Bolton.
207, 236. ,, Manchester.
207. ,, Preston.
216. ,, Rochdale.
213. ,, Settle.
214. ,, Skipton.
207. ,, Todmorden.
219. ,, Whalley.
236, 207. Bury to Blackburn.
236, 207. ,, Burnley.
236, 215. ,, Burnley.
236. ,, Manchester.
217. ,, Rochdale.
217. ,, Wigan.
191. Garstang to Fleetwood.
203, 185. Lancaster to Barrow.
202. ,, Blackpool.
198. ,, Brough.
201. ,, Clitheroe.
199. ,, Hawes.
203. ,, Kendal.
203. ,, Preston.
200, 103. ,, Skipton.
230, 217. Liverpool to Bolton.
261. ,, Chester.
232. ,, Hawarden.
246. ,, Hoylake.
230, 226. ,, Leigh.
229. ,, Preston.
228. ,, Southport.
231. ,, Warrington.
230. ,, Wigan.
243. Manchester to Ashbourne.
240. ,, Barnsley.
236, 207. ,, Blackburn.
239. ,, Bradford.
242. ,, Buxton.
248, 255. ,, Chapel-le-Firth.
252. ,, Chester.
238. ,, Halifax.
245. ,, Holmes Chapel.
237. ,, Huddersfield.
252, 257. ,, Knutsford.
238. ,, Leeds.
252, 231. ,, Liverpool.
244. ,, Newcastle.
234. ,, Preston.
238. ,, Rochdale.
241. ,, Sheffield.
233. ,, Warrington.
252, 253. ,, Warrington.
236. ,, Whalley.
235. ,, Wigan.
216. Oldham to Ashton-under-Lyne.
216. ,, Burnley.
223, 239. Halifax.
224. ,, Holmfirth.
237. ,, Huddersfield.
237. ,, Manchester.
204. Preston to Blackpool.
208. ,, Bolton.
207. ,, Burnley.
205. ,, Fleetwood.
203. ,, Kendal.
229. ,, Liverpool.
234. ,, Manchester.
206, 211. Skipton.
210. ,, Southport.
209. ,, Warrington.
217. Rochdale to Bolton, &c.
239. ,, Bradford.
216. ,, Burnley.
126. ,, Huddersfield.
238. ,, Leeds.
238. ,, Manchester.
216. ,, Oldham.

228. Southport to Liverpool.
227. ,, Ormskirk.
210. ,, Preston.
209, 226. Warrington to Bolton.
262. ,, Chester.
231. ,, Liverpool.
233. ,, Manchester.
231. ,, Newcastle.
250. ,, Northwich.
209. ,, Preston.
253. ,, Stockport.
258. ,, Whitchurch.
212. Wigan to Blackburn.
217. ,, Bolton.
235. ,, Manchester.
209. ,, Preston.
227. ,, Southport.
209. ,, Warrington.
185. Ulverston to Barrow.
184. ,, Coniston.
185. ,, Kendal.
185, 183. ,, Windermere.

CHESHIRE.

251. Chester to Holt.
260. ,, Hoylake.
261. ,, Liverpool.
252. ,, Manchester.
264. ,, Middlewich.
265. ,, Nantwich, &c.
263. ,, Shrewsbury.
262. ,, Warrington.
268. Congleton to Buxton.
267, 264. ,, Chester.
256. ,, Crewe, &c.
276. ,, Leek.
256. ,, Macclesfield.
244. ,, Manchester.
244. ,, Newcastle-under-Lyme
243. Macclesfield to Ashbourne.
249. ,, Buxton.
255. ,, Chapel-le-Frith.
256. ,, Congleton.
243. ,, Manchester.
257, 231. ,, Warrington.
266. Nantwich to Knutsford.
259. Runcorn to The Potteries.
247, 240. Stockport to Barnsley.
242. ,, Buxton.
253, 252. ,, Chester.
248. ,, Hayfield.
254. ,, Huddersfield.
243. ,, Macclesfield.
242. ,, Manchester.
247, 241. ,, Sheffield.
253. ,, Warrington.

DERBYSHIRE.

271. Ashbourne to Bakewell.
273. ,, Buxton.
273. ,, Derby.
243. ,, Leek.
278. ,, Matlock.
273. Buxton to Ashbourne.
277. ,, Castleton.
268. ,, Congleton.
269. ,, Glossop.
249. ,, Macclesfield.
242. ,, Manchester.
274. ,, Matlock.
270, 156. Sheffield.
274, 155. Sheffield.
273. Derby to Ashbourne.
275. ,, Baslow.
274. ,, Buxton.
272. ,, Newcastle-under-Lyme.
274. ,, Matlock.
154. ,, Sheffield.

Railway Rates

FOR CONVEYANCE OF :—

Distances.	Bicycles. As Passenger's Luggage.	Bicycles. As Parcels. Owner's Risk.	Bicycles. As Parcels. Coy's Risk.	Tricycles. As Passenger's Luggage.	Tricycles. As Parcels. Owner's Risk.	Tricycles. As Parcels. Coy's Risk.
Up to 12 miles ..	6d.	1/6	1/6	1/-	2/-	3/-
12 to 25 ,, ..	9d.	1/6	2/-	1/6	3/-	4/6
25 to 50 ,, ..	1/-	1/6	2/-	2/-	4/-	6/-
50 to 75 ,, ..	1/6	2/3	3/-	3/-	6/-	9/-
75 to 100 ,, ..	2/-	3/-	4/-	4/-	8/-	12/-
100 to 150 ,, ..	2/6	3/9	5/-	5/-	10/-	15/-
150 to 200 ,, ..	3/-	4/6	6/-	6/-	12/-	18/-
200 to 250 ,, ..	3/6	5/3	7/-	7/-	14/-	21/-
250 to 300 ,, ..	4/-	6/-	8/-	8/-	16/-	24/-
300 to 350 ,, ..	4/6	6/9	9/-	9/-	18/-	27/-
350 to 400 ,, ..	5/-	7/6	10/-	10/-	20/-	30/-
Each additional 50 miles and portion thereof	6d.	9d.	1/-	1/-	2/-	3/-

Tandems, &c., 50 per cent. additional per seat.

The North-Eastern and Midland Railways grant special reduced Bicycle rates for their programme of Cycling Tours.

DISTANCES BY RAIL

Between the Principal Towns. For Rates see previous page.

Blackburn.																						
14	Bolton.																					
41	40	Bradford.																				
11	25	30	Burnley.																			
99	110	103	100	Carlisle.																		
48	37	79	58	135	Chester.																	
89	75	88	94	178	71	Derby.																
69	63	37	64	140	91	47	Doncaster.															
33	33	8	22	108	72	68	43	Halifax.														
40	40	14	29	121	65	57	35	11	Huddersfield.													
100	100	60	89	162	132	98	41	70	66	Hull.												
53	62	71	66	52	87	137	109	74	85	130	Kendal.											
49	49½	9	38	111	83	74	30	16	17	52	79	Leeds.										
35	29	68	47	119	16	91	84	63	58	124	71	74½	Liverpool.									
24½	11	40	29	121	37	63	52	32	26	93	73	43	32	Manchester.								
110	117	71	106	96	151	134	83	84	85	93	82	68	142	111	Middlesbrough.							
143	147½	104	136	63	177	160	116	113	115	126	94	98	173	142	45	Newcastle.						
32	18	37	25	127	47	61	52	29	17	83	80	34	39	9	102	132	Oldham.					
11	20	52	22	90	45	94	80	44	51	111	42	60	29	31	120	132	37	Preston.				
25	11	29	17	121	55	68	57	22	29	88	74	38	39	12	106	135	8	33	Rochdale.			
67	52	41	56	142	78	30	19	37	27	68	112	40	76	41	98	130	44	73	56	Sheffield.		
135	135	89	124	72	169	159	108	102	103	118	91	86	158	129	24	15	120	129	124	123	Sunderland.	
74	74	35	63	122	107	80	32	42	43	42	105	25½	100	68	51	84	60	85	84	47	76	York.
212	194	192	216	291	179	128	156	200	189	184	251	186	197	184	239	272	188	209	200	159	262	188	London.

General Notes.

The best scenery is undoubtedly to be had in the Lake District and the Peak District of Derbyshire. Next to these are the Yorkshire Coast, and inland watering-places; Ilkley, and the western valleys or "dales." Northumberland is also good, while Cheshire from a cyclist's point of view is an ideal county—level roads—but the scenery consists more of quaint spots than of fine vistas.

The County of Durham and the southern parts of Lancashire and Yorkshire, on account of their collieries and manufactures, form districts avoided by most tourists, though in the midst of these places there are several pretty spots seldom visited by the average tourist.

Main Routes.—On Map 1 a plan is given of the recommended main routes through the North of England. Many of the manufacturing towns are approached by good enough roads, but they do not commend themselves to the tourist, and it would be confusing to give more than the leading lines.

Ferries.—The length of the ferry is given in brackets after the name in the route.

On the East Coast there are commodious ferries for vehicles every quarter of an hour between North and South Shields (1d.), and between Middlesbrough and Port Clarence (1d.), and at intervals of an hour between Hull and New Holland. There are ferries across the Ouse between Goole and Howden, and several other small ones across the same river at various points.

On the West Coast there is a vehicle ferry across Windermere at Bowness, and large steam ferries between Liverpool and Birkenhead (3d.), Seacombe, New Brighton, Eastham, &c. There is a footpath (Toll) along the railway bridge at Runcorn. The ferry on the Dee at Queen's Ferry is now superseded by a bridge.

Steamers ply regularly between Newcastle and Shields calling at intermediate piers, and there are services on Windermere, Ullswater, and Coniston Lake.

Tourist Approaches from the South.—The best road is undoubtedly the Great North Road from London to Doncaster, and this road should be chosen if at all convenient. The other main routes are hilly, and the surface is not particularly good.

Tourist Approaches from Scotland.—The best road for the East Coast is the road by Berwick, as the more direct one by Carter Fell is excessively hilly and rough. For the West Coast the roads from the North to Carlisle are in fine order, but south of Carlisle there is the "barrier" of the Shap Fells, which are best crossed by train. To avoid these follow the Patterdale road to Windermere, for though there is a considerable amount of walking, it is not more than by Shap, and the scenery is ample compensation, as well as the greater frequency of places of refreshment.

Good steamers runs to the principal ports: Newcastle, Middlesbrough, Hull, Liverpool, &c.

Tourist Approaches from Ireland.—The ports at which the Irish Steamers arrive are:—Silloth, Barrow, Morecambe, Fleetwood, Liverpool, and Holyhead. From the first three there are good roads, but from Fleetwood it is best to train to Preston, or any other place out of the south of Lancashire. From Liverpool it is best to cross at once into Cheshire, or train north to Preston, or eastwards to Leeds, or thereabouts. There is a fine coast road from Holyhead to Chester.

Explanation of Diagrams.

The line bordering the shaded portion of each diagram is a facsimile of the profile of the Route, and is divided by vertical lines into miles, and by horizontal lines into contours of 100 feet, so that distances and heights are ascertained quickly.

The blocks show the positions of the Villages and houses, while the signs (for explanation see page 3) are the road directions. The directions for the forward journey are above the road line, those of the reverse below, except in a few instances where lack of room has caused them all to be above the line.

The vertical scale has necessarily been enlarged out of strict proportion, as otherwise the ordinary Gradients would almost have been imperceptible.

Explanation of Letterpress.

The diagram should be consulted first, as the letterpress is appended to it. Places named in brackets are off the road.

The Description states the quality of the road, and it should be observed that the "Class" refers solely to the construction of the road, and not to its surface. Class I. is a superior, broad, and finely made road. Class II. is the ordinary main road. Class III. is of inferior construction, usually narrow, hilly, or rocky surface. Roads of this class are usually very old, or have been constructed in an inferior manner.

Gradients.—1 in 25; *i.e.*, 1 foot of rise in 25, is a fairly easy hill, 1 in 20 is stiff, 1 in 15 is steep. Cyclists usually walk up a hill of 1 in 17. A descent does not generally become dangerous till it is 1 in 15 and then only with a sharp turn, but with anything steeper the danger increases. A little experience of one or two hills will be a permanent guide. On nearly every hill the gradient varies every few yards. Those given here represent approximately the general slope, and in most cases the maximum is given.

Milestones.—As a general rule each county has its own set of milestones measured from its own centre; therefore in a route, when only one starting point is named, it may generally be concluded that the milestones are all measured from that point, but where there are two points, those near the county boundaries or in the centre are usually incorrect, the route having been measured from both ends.

Measurements.—The tabular form gives the distance from any one point to another, the number below the one name and opposite the other being the distance required. For clearness the furlongs have been put in the tables as ⅓ths. Places named in brackets, or in italics, are off the route.

Principal Objects of Interest.—These are only notes—details can be found in almost any guide book.

Hotels or Inns.—It has been found difficult to decide whether certain small houses should be inserted or not. The tourist therefore should not expect much of some of them, especially those in the smaller towns in manufacturing districts, as they are the only accomodation available.

The Contour Road Book of England.

Principal Objects of Interest in some of the principal towns. (Some do not appear in the letterpress):—

Blackburn.—*See Route 207.*

Bolton.—*See Route 234.*

Bradford.—*See Route 87.*

Burnley.—*See Route 207.*

Carlisle.—*See Route 3.*

Chester.—*See Route 252.*

Derby.—*See Route 154.*

Halifax.—*See Route 238.*

Hartlepool.—Promenade, St. Hilda's Church, &c.

Hull.—*See Route 84.*

Leeds.—*See Route 87.*

Liverpool.—*See Route 261.*

Manchester.—Town Hall, Cathedral, Exchange, Infirmary.

Middlesborough.—Town Hall, Park, Museum.

Newcastle.—Castle, Museum, High Level Bridge, Jesmond Dene.

Preston.—*See Route 234.*

Rochdale.—*See Route 238.*

Scarborough.—*See Route 82.*

Sheffield.—*See Route 112.*

Sunderland.—*See Route 9.*

Whitby.—*See Route 51.*

York.—Minster, St. Mary's Abbey, City Walls, Clifford's Tower, Museum.

1 NEWCASTLE TO BERWICK.

Description.—Class I. The road is somewhat lumpy at first, but after Gosforth, has a magnificent surface all the way to Morpeth. The next section to Alnwick is good at first, but after Felton is not nearly so good, and some of the hills are pretty stiff. Dangerous descent to Felton Bridge. This is the only really steep one on the section. Northwards of Alnwick for nearly four miles is a bad piece of road. Particular care must be taken at the descent to Lion Bridge just outside Alnwick, and on the steep hills beyond it, but after these are passed it is a splendid road the whole way to Berwick, with only one steep hill at Belford, dangerous on the reverse journey.

Gradients.—At 9m. 1 in 24; 13m. 1 in 22; 15½m. 1 in 19; 20m. 1 in 25-22; 25m. 1 in 16 (dangerous); 25¼m. 1 in 13 (dangerous); 26½m. 1 in 25; 27⅜m. 1 in 20; 28¾m. 1 in 23; 29¼m. 1 in 19; 31⅜m. 1 in 24-20; 34¼m. 1 in 10 (dangerous); 34½ to 35¼m. 1 in 11-13-18 (dangerous); 37½m. 1 in 12-15; 44½m. 1 in 18; 48¾m. 1 in 13 (dangerous); 49¼m. 1 in 17; 50¾m. 1 in 19; 62m. 1 in 17.

Milestones.—Measured from Bigg Market, Newcastle. Beyond Morpeth, from Market Place, Morpeth. Beyond Alnwick, from Alnwick Market. Beyond Belford, from Berwick Bridge.

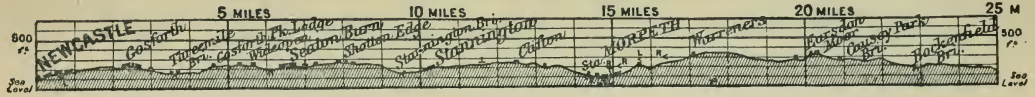
Measurements.

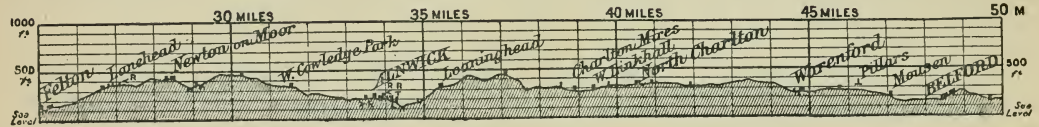
Newcastle,* G.P.O.							
10¼	Stannington.*						
14⅞	4⅝	Morpeth.* Town Hall.					
25⅛	14⅞	10¼	Felton Bridge.*				
34	23¾	19⅛	8⅞	Alnwick,* Market.			
40½	30¼	25⅝	15⅜	6½	North Charlton.*		
48⅝	38⅜	33¾	23½	14⅝	8⅛	Belford,* Cross.	
63½	53¼	48⅝	38⅜	29½	23	14⅞	Berwick,* Town Hall.

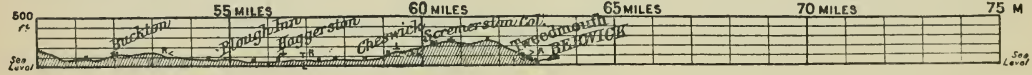
Principal Objects of Interest.—Collieries at first. 4½m., Gosforth Park and Race Course. MORPETH: Castle (fine view), Mitford Castle. 27m., Nelson Monument. ALNWICK: magnificent Castle and gardens, Abbey, Hulne Abbey, Brizlee Tower. 35m., Malcolm's Cross. Belford: Bamborough Castle. Beal: road over sands to Holy Island. BERWICK: Walls, Old Bridge, Bell Tower. Charming scenery at Morpeth, Felton, and Alnwick.

Hotels or Inns at places marked*, and at Gosforth, Earsdon, Causeway Park, Newton, Warenford, Beal, Cheswick, Tweedmouth, and (Spital).

Route 1. Newcastle to Berwick.







Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.
The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

2 NEWCASTLE TO JEDBURGH.

Description.—Class II. This road is hilly for the first four miles, but has a very good surface nearly all the way to Kirkwhelpington; thereafter it is rather poor until near Otterburn, where the surface is much better. After Rochester the road degenerates very much, and a few miles beyond Byrness loose stones begin to be met with, which get worse and worse nearing Carter. The road is in a wretched state over Carter Fell, there being very little traffic. At the foot of the hill the surface improves, and is very good near Jedburgh. For the Diagram of the last part of the Road; see Route 6 of the Scotch volume. As a through route to Edinburgh this road is not recommended. The easiest road is by Berwick.

Gradients.—At 4m. 1 in 20; 22m. mostly 1 in 25; 26½ to 29½m. 1 in 20-25-17-20-23; 29¾m. 1 in 21-18; 37½m. 1 in 19-22; 39½m. 1 in 16; 45m. mostly 1 in 18.

Milestones.—Measured from Gallowgate, Newcastle.

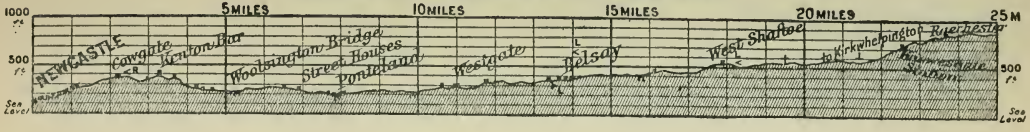
Measurements.

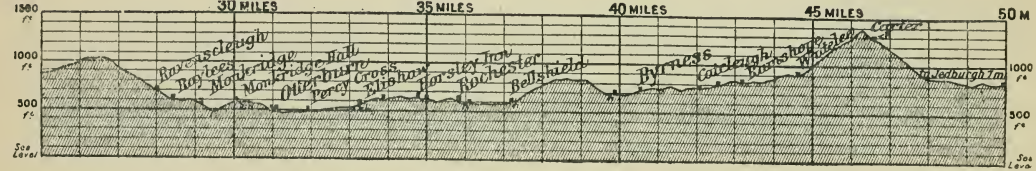
Newcastle,* G.P.O.						
8	Ponteland.*					
14	6	Belsay Inn.*				
(21¾	13¾	7¾	Kirkwhelpington.*)			
31	23	17	9¾	Otterburn.*		
34¾	26¾	20¾	13½	3¾	Horsley Inn.*	
57	49	43	35¾	26¾	22¼	Jedburgh,* Market.

Principal Objects of Interest.—Ponteland: County Asylum. Belsay: Castle. 31¾m., Percy Cross, and Battlefield of Chevy Chase, 1388. 34⅜m., Roman Camp. 42m., Reservoir. JEDBURGH: Abbey, ruins. After Belsay this road passes through a considerable amount of moorland country, or the next thing to it.

Hotels or Inns at places marked*, and at Westgate, and Raylees. None between Horsley and Jedburgh.

Route 2. Newcastle to Jedburgh.





Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

3 NEWCASTLE TO CARLISLE.

Description.—Class III. Although this is the most direct route it is never used for through traffic between Newcastle and Greenhead. The usual road is by Haltwhistle, Routes 4, and 160. The surface is pretty fair between Newcastle and Chollerford, but after that in addition to many of the hills being exceedingly steep, what surface there is, is wretched, until nearing Greenhead. From Greenhead to Carlisle the surface is fair, but there are a number of very steep hills.

Gradients.—Westgate Road 1 in 15; 2¾m. 1 in 14; 4m. 1 in 14; 4¾m. 1 in 14; 8¾m. 1 in 23; 9¾m. 1 in 13; 11m. 1 in 10; 11½m. 1 in 19; 13m. 1 in 16; 14m. 1 in 23; 16¾m. 1 in 20; 21m. 1 in 13-10-13-12-11; 22½m. 1 in 9-11-16; 23¼m. 1 in 11; 24m. 1 in 14; 29m. 1 in 15-21; 31m. 1 in 21; 35m. 1 in 23-14-9; 35¾m. 1 in 20; 37m. 1 in 13; 38¼m. 1 in 10-9-8; 38¾m. 1 in 9-17-15; 43m. 1 in 16-20-15; 44¼m. 1 in 15; 46½m. 1 in 15-20; 49¼m. 1 in 20; 56¼m. 1 in 16-14. Nearly all dangerous.

Milestones.—In Northumberland, measured from foot of Westgate Hill; in Cumberland, from Market Pl., Carlisle.

Measurements.

Newcastle,* G.P.O.						
7½	Heddon-on-Wall.*					
16¾	9¼	Stagshaw Bank.*				
21½	14	4¾	Chollerford.*			
38½	31	21¾	17	Greenhead.*		
47⅛	39⅝	30⅜	25⅝	8⅝	Brampton,* Market.	
56⅝	49⅛	39⅝	35⅛	18⅛	9½	Carlisle,* Market Place.

Principal Objects of Interest.—A moorland road most of the way. The point of special interest in the route is that the Roman Wall and Fosse follow the road at a short distance, and can be clearly seen at various points. BRAMPTON: Lanercost Priory, Naworth Castle. CARLISLE: Cathedral, Prison.

Hotels or Inns at places marked *, and at Walbottle, and Harlow Hill.

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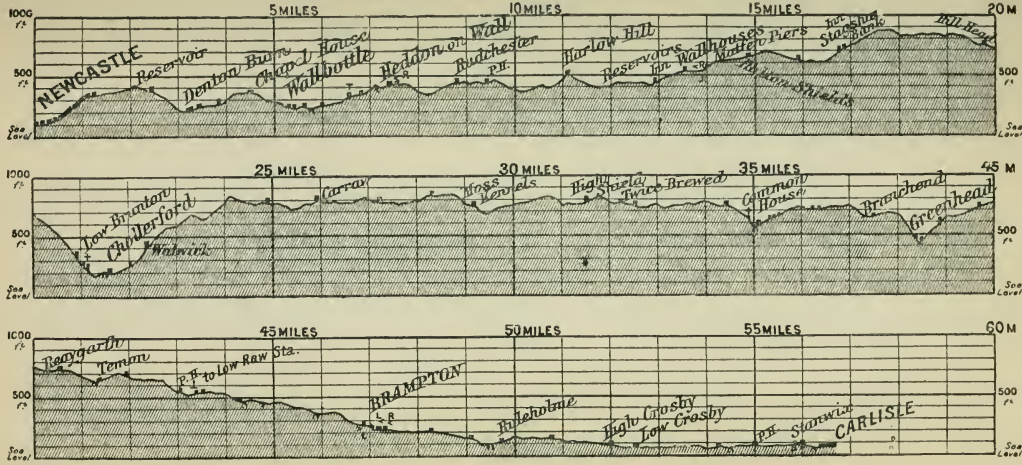
4 NEWCASTLE TO HALTWHISTLE.

Description.—Class II. The road is easy with fairly good surface to Blaydon, after which until near Stocksfield it is somewhat hilly, but with good surface. Thence to Haltwhistle is a magnificent and easy road. Care should be taken at the turn descending to Stocksfield.

Milestones.—Measured from Gateshead as far as Dilston; thereafter from Newcastle *via* Heddon-on-Wall.

Route 3. Newcastle to Carlisle.



(*Route 4 continued*)

Gradients.—At 5½m. 1 in 23-20; 10m. 1 in 15; 13m. 1 in 20-19; 35m. 1 in 21.

Measurements.

Newcastle,* G.P.O.				
4½	Blaydon.			
10½	6	Prudhoe.*		
(18¾	14¼	8¼	Corbridge.*)	
21⅝	17⅛	11⅛	3⅜	Hexham,* P.O.
28½	24	18	10½	6⅞ Haydon Bridge.*
37⅜	32⅞	26⅞	19⅝	15¾ 8¾ Haltwhistle,* Town Hall.

Principal Objects of Interest.—Very pretty scenery on the Banks of the Tyne. Prudhoe: Castle. 13½m., Bywell Castle. 19m., Dilston Castle. HEXHAM: Abbey, Moot Hall, Keep, Battlefield 1464. Haltwhistle: Bellister Cas.

Hotels or Inns at places marked *, and at Stocksfield, Riding Mill, and Bardon Mill.

5 NEWCASTLE TO HEXHAM.

Description.—Class III. Good surface but exceedingly hilly for the first five miles; thereafter easier, but very stiff if taken in the reverse direction.

Gradients.—At ¾m. 1 in 15; 2¾m. 1 in 14-16; 4m. 1 in 15; 4¾m. 1 in 15; 8½m. 1 in 16; 9¾m. 1 in 17; 11m. 1 in 15-25; 16¾m. 1 in 20. The hills are straight, none really dangerous.

Milestones.—Measured from the foot of Westgate Hill, Newcastle,—tolerably correct.

Measurements.

Newcastle,* G.P.O.			
7½	Heddon-on-Wall.*		
16⅞	9⅜	Corbridge.*	
20½	13	3⅝	Hexham,* P.O.

Principal Objects of Interest.—Roman Wall, and Fosse. 2¾m., Benwell Tower. Pretty scenery at Denton Dene, Walbottle Dene, and at Corbridge.

Hotels or Inns where marked *, Walbottle, and Horsley.

6 NEWCASTLE TO SHOTLEY BRIDGE.

Description.—Class II. At first the road is lumpy, but after Scotswood the surface is fine and the hills easy.

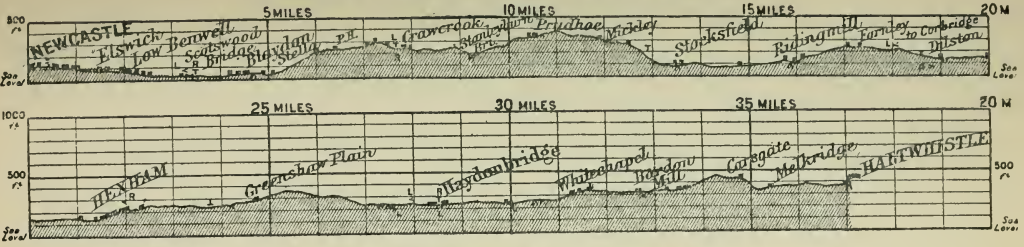
Gradients.—At 4¾m. 1 in 18; 9½m. 1 in 17; 12¾m. 1 in 24.

Measurements.

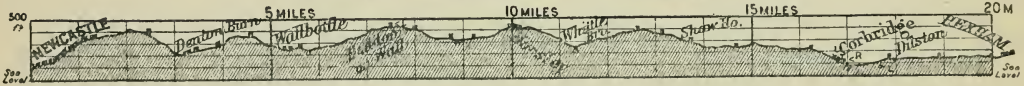
Newcastle,* G.P.O.				
4¼	Derwent Bridge.			
7½	3¼	Rowlands Gill.*		
12⅝	8⅜	5⅛	Ebchester.*	
14½	10¼	7	1⅞	Shotley Bridge.*

Principal Objects of Interest.—7½m., Gibside, and Ornamental Column, Friarside. Charming scenery.

Route 4. Newcastle to Haltwhistle.



Route 5. Newcastle to Hexham.



Route 6. Newcastle to Shotley Bridge.

7 NEWCASTLE TO WOLSINGHAM.

Description.—Class III. The first 12 miles being through colliery district are rough, while the hills are exceedingly steep. The road is also very poor near Wolsingham.

Gradients.—At ¾m.1/20; 1½m.1/15; 2¾m.1/14; 4m.1/10; 5m.1/13; 6m.1/15; 7m.1/13; 7¼m.1/10; 8¾m.1/16; 10m. 1/17; 13m.1/10; 14¼m.1/10; 16½m.1/10; 17m.1/11; 21m. 1/10; 22½m.1/10-20-12-11. Nearly all dangerous.

Measurements.

Newcastle,* G.P.O.			
11½	Annfield Plain.*		
14	2½	Lanchester.*	
23¼	12½	9¼	Wolsingham,* Town Hall.

Principal Objects of Interest.—4½m., Ravensworth Cas., Lanchester; Church. 15¾m., Coldpike Hall.

8 NEWCASTLE TO NORTHALLERTON.

Description.—Class I. Cross the Tyne by the High Level Bridge (Toll). The road is very lumpy as far as Birtley, and is crossed frequently by colliery lines. After that the surface is much better,—though pretty hilly—to Durham. The streets leading to the Market Place in Durham are steep and narrow. From Durham to Ferryhill is very hilly, but after that it is a magnificent road all the way to Northallerton. Care will be required at the hills at Chester-le-Street, Durham, Sunderland Bridge, & Ferryhill.

Gradients.—At ¾m.1/26; 7¾m.1/22; 9½m.1/18-12; 14m. 1/20; 15½m.1/18; 16¾m.1/21; 18m.1/13; 21m.1/13; 21¾m.1/17.

Milestones.—Measured from south end of High Level Bridge to Sunderland Bridge; thereafter from Darlington Market. Beyond Darlington, from Northallerton Cross.

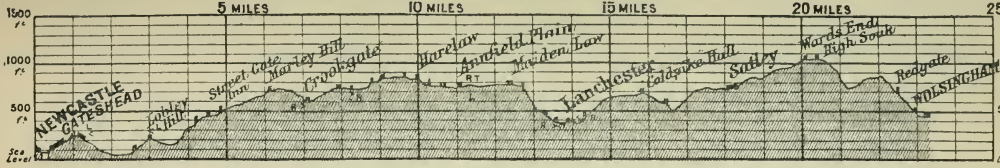
Measurements.

Newcastle,* G.P.O.						
8¼	Chester-le-Street.*					
14½	6¼	Durham,* Market Place.				
21¼	13	6¾	Ferryhill.*			
27⅞	19⅝	13⅜	6⅝	Aycliffe.*		
33⅛	24⅞	18⅝	11⅞	5¼	Darlington,* Clock.	
41¼	33	26¾	20	13⅜	8⅛	High Entercommon.*
49¼	41	34¾	28	21⅜	16¼	8 Northallerton,* Cross.

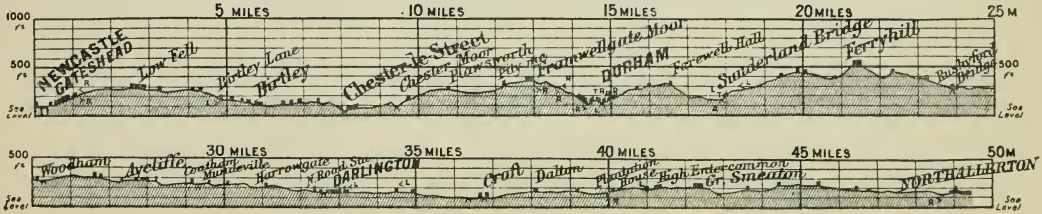
Principal Objects of Interest.—Birtley: Hall. Chester-le-Street: Church, Lambton & Lumley Castles. DURHAM: Cathedral, Castle, Finchale Abbey. Croft: Spa, "Hell Kettles." DARLINGTON: Ch., Public Park, Library. 47¼m., Standard Hill, Battlefield, 1138. NORTHALLERTON: Church.

Hotels or Inns at places marked *, and at Birtley, Framwellgate, Sunderland Bridge, Aycliffe, Croft, & Gt. Smeaton.

Route 7. Newcastle to Wolsingham.



Route 8. Newcastle to Northallerton.



9 NEWCASTLE TO STOCKTON.

Description.—Class I. & II. A lumpy road, owing to heavy traffic, all the way to Sunderland. Between Sunderland and Stockton the surface generally is good, but there are some stiff hills between Ryton and Sheraton, and several will require to be taken carefully. The road is a little rough near Seaton and Castle Eden.

Gradients.—At 17m. 1 in 16-21; 17¾m. 1 in 17; 20¼m. 1 in 15; 24m. 1 in 14; 25½m. 1 in 20.

Milestones.—Measured from Gateshead. Between Sunderland and Sheraton, from Sunderland Pier; after Sheraton, from Market House, Stockton.

Measurements.

Newcastle,* G.P.O.						
2¼	Felling.*					
7	4¾	West Boldon.*				
11⅝	9¾	4⅝	Sunderland,* Station.			
(18¼	16	11¼	6¾	Seaham,* Harbour.)		
24½	22¼	17½	12¾	9¼	Castle Eden,* Inn.	
33¼	31	26¼	21⅝	18	8¾	Wolviston.*
38¼	35¾	31⅛	26½	22¾	13⅝	4⅞ Stockton,* Town Clock,

Principal Objects of Interest.—SUNDERLAND: Town Hall, Bridge, Monkwearmouth Church, Roker, Hilton Castle, 18m., Dalton Tower. 20m., Hawthorne Dene. Castle Eden: Hall, and Dene, very pretty. Wolviston: Wynyard Park.

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10 BERWICK TO WOOLER.

Description.—Class II. The surface is good the whole way to Wooler, and only two of the hills are really steep.

Gradients.—At 1½m. 1 in 17; 5¾m. 1 in 13; 8¾m. 1 in 20; 13m. 1 in 17-24-20; 16¾m. 1 in 10.

Milestones.—At first, measured from Berwick Bridge; after Scremerston, from Morpeth.

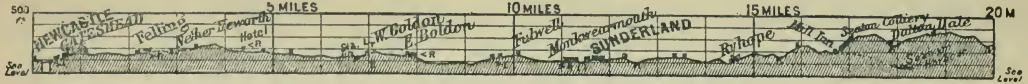
Measurements.

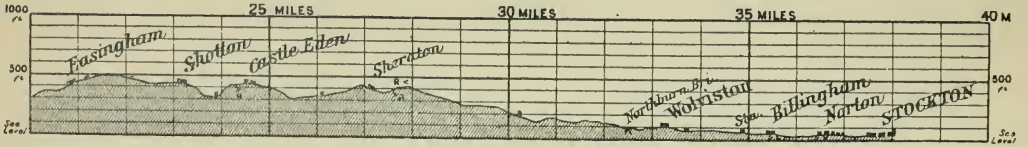
Berwick,* Town Hall.					
5½	Ancroft.*				
(10	4½	Lowick,* Inn.)			
13⅞	8⅜	5⅞	Doddington,* P.O.		
16⅝	11⅛	8⅜	2¾	Wooler Station.	
16⅞	11⅜	8⅜	3	¼	Wooler,* Cross.

Principal Objects of Interest.—Ancroft: Church. Doddington: Peel, Dod Well. WOOLER: Castle, Kettles Camp, Chillingham Castle, Cheviot, Yeavering Bell; numerous charming walks in vicinity.

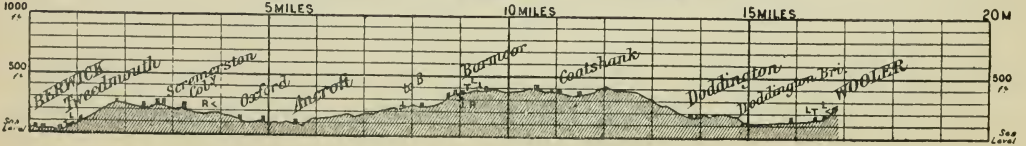
Hotels or Inns at places marked *.

Route 9. Newcastle to Stockton.





Route 10. Berwick to Wooler.



11 BERWICK TO YETHOLM.

Description.—Class III. The road has a fair surface as far as Flodden, but some of the hills are very steep; thereafter the road is poor, with short steep hills, but improving in quality near Yetholm.

Gradients.—At 2m. 1 in 17; 3m. 1 in 21; 4m. 1 in 14; 5m. 1 in 16. The other hills are mostly short.

Milestones.—Measured from Tweedmouth.

		Measurements.		
Berwick,* Town Hall.				
10¼	Etal.*			
11¾		1½	Ford* Bridge.	
19½		8⅞	7⅜	Mindrum Mill.
28¼	18	12½	9⅛	Yetholm,* P.O.

Principal Objects of Interest.—Etal: Castle. 13½m., Flodden Battlefield, 1513.

12 WOOLER TO KELSO.

Description.—Class III. As far as Akeld the road is good, but after that it is hilly—and rough beyond Kirknewton—with rather poor surface until nearing Kelso, when the road improves.

Gradients.—At 8m. 1 in 12; 13m. 1 in 20; 20m. 1 in 15 (dangerous).

		Measurements.	
Wooler.*			
5⅜	Kirknewton.		
10⅞		5¼	Mindrum Mill.
20⅜		14¾	9½ Kelso,* Square.

Principal Objects of Interest.—2m., Battlefield, Homildon Hill, 1402. Kelso: Abbey, Floors Castle.

Hotels or Inns at places marked *, and at Akeld.

13 ALNWICK TO MORPETH.

Description.—Class III. This route by Warkworth is a fair county road, undulating, and rather narrow. The descent near Morpeth is dangerous. Alnmouth* is 1m. distant at 3¾m.

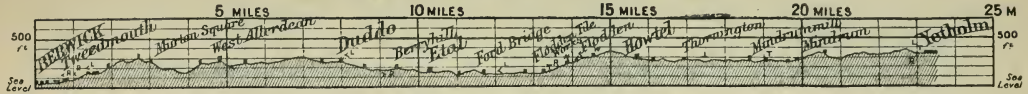
Gradients.—At 1¾m. 1 in 20; 2m. 1 in 16; 22m. 1 in 11 (dangerous).

		Measurements.	
Alnwick,* Market Place.			
7⅛	Warkworth,* Cross.		
14¼		7⅛	Widdrington.*
23⅛	16	8⅞	Morpeth,* Town Hall.

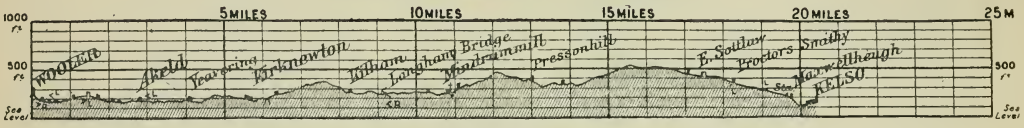
Principal Objects of Interest.—Warkworth: Castle. Collieries near Morpeth. MORPETH: as Route 1.

Hotels or Inns at places marked *, and at Ulgham.

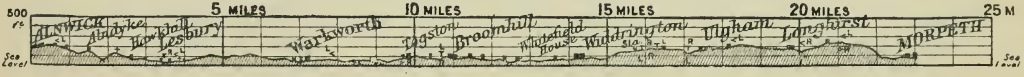
Route 11. Berwick to Yetholm.



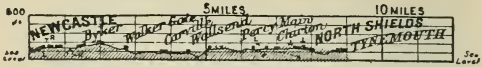
Route 12. Wooler to Kelso.



Route 13. Alnwick to Morpeth. *(By Warkworth.)*



14 NEWCASTLE TO TYNEMOUTH.



Description.—Class I. The first few miles are rather lumpy, but the rest of the road has good surface. For North Shields Ferry turn to the right at 6⅜m.

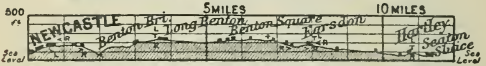
Gradients.—At Wallsend 1 in 14 (dangerous).

Measurements.

Newcastle,* G.P.O.
4½ Wallsend,* Church.
7¾ 3¼ North Shields,* Church (or Ferry).
8⅞ 4⅜ 1½ Tynemouth.*

Principal Objects of Interest.—Numerous Manufactories, &c., of all kinds. Tynemouth: Castle, and Priory.

15 NEWCASTLE TO SEATON SLUICE.



Description.—Class III. The surface is only fairly good, as the road runs through colliery district.

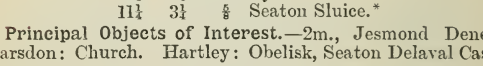
Gradients.—At Benton Br. 1 in 10, both sides (dangerous).

Measurements.

Newcastle,* G.P.O.
8 Earsdon.*
10⅝ 2⅝ Hartley.*
11¼ 3¼ ⅝ Seaton Sluice.*

Principal Objects of Interest.—2m., Jesmond Dene. Earsdon: Church. Hartley: Obelisk, Seaton Delaval Cas.

16 BELFORD TO COLDSTREAM.



First 4 miles as Route 1; the last 5 miles as Route 20.

Description.—Class III. A fairly good cross country road, but with dangerous descent at Ford.

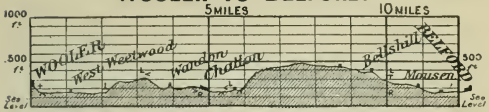
Gradients.—At 5¼m. 1 in 24; 13¼m. 1 in 12 (dangerous).

Measurements.

Belford,* Cross.
8¼ Lowick,* Inn
13⅝ 5⅜ Ford Bridge.
20⅞ 12⅝ 7¼ Coldstream,* Market.

Principal Objects of Interest.—Ford: Castle. 14m., Flodden Battlefield, 1513. 17¾m., King's Stone.

WOOLER TO BELFORD. 17



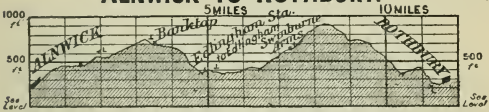
Description.—Class III. The surface is fair, but the hills are very steep.

Gradients.—At ¼m. 1 in 10; 2¼m. 1 in 12; 3½m. 1 in 14; 6m. 1 in 13; 9¾m. 1 in 13.

Measurements.—From Wooler,* Cross. 4⅞m. Chatton.* 12⅝m. Belford,* Cross.

Principal Objects of Interest.—Chatton: Chillingham Castle to S. Belford: Hall.

ALNWICK TO ROTHBURY. 18



Description.—Class III. The surface is fair at first, but soon becomes very rough, while all the hills are dangerously steep. The better road is going by side roads *via* Long Framlington and Newton, or by Routes 1 and 19.

Gradients.—1 in 11 out of Alnwick, then 1 in 19-17. At 4½m. 1 in 9-11; 6½-8m. 1 in 13-19-23-10; 9m. 1 in 12; 10m. 1 in 10-16-12; 11m. 1 in 10-14.

Measurements.—Fr. Alnwick,* Market. 11¾m. Rothbury.*

Principal Objects of Interest.—Moorland road, but commanding fine views. 11m., Cragside.

ROTHBURY TO WELDON BRIDGE, &c. 19

Description.—Class III. A good undulating road to Weldon Bridge. The continuation to Felton is a fair country road.

Gradients.—At 3½m. 1 in 17; 5¼m. 1 in 13; 6¼m. 1 in 14.

Measurements.—From Rothbury.* 6⅛m. Weldon Bri.* 10⅝m. Felton Bridge.*

Principal Objects of Interest.—1m., Cragside, Rievers' Well. 4m., Brinkburn Priory.

*Hotels or Inns at places marked *.*

20 ALNWICK TO COLDSTREAM.

Description.—Class II. There is a dangerous descent out of Alnwick with a correspondingly steep ascent on the other side; thereafter the road—though somewhat hilly—has a good surface, and nearing Wooler becomes very fine; this continues all the way to Coldstream. Wooler lies on the hill to the west of the road.

Gradients.—At ½ and ¾m. 1 in 14 (dangerous); 2½m. 1 in 19; 3m. 1 in 17; 7½m. 1 in 21; 8m. 1 in 21; 9m. 1 in 25. To Wooler town 1 in 12.

Milestones.—After Wooler, measured from Morpeth.

Measurements.

Alnwick,* Market Place.					
7¼	Eglingham.*				
17⅜	10⅛	Wooler,* Station (or Cross).			
23	15¾	5⅝	Milfield.*		
30⅛	22⅞	12¾	7⅛	Cornhill.*	
31⅝	24⅜	14¼	8⅝	1½	Coldstream,* Market.

Principal Objects of Interest.—2½m., Hulne Abbey. WOOLER: Castle, Kettles Camp, Cheviot, Yeavering Bell. 24¼m., Battlefield of Flodden, 1513.

Hotels or Inns at places marked *, Akeld, and Pallinsburn.

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21 MORPETH TO WOOLER.

Description.—Class II. The surface is good between Morpeth and Weldon Bridge, but beyond that—until near Bridge of Aln—the surface is very poor; thereafter the road is very good, with easy gradients. The descent to Weldon Bridge is dangerous.

Gradients.—At 5½m. 1 in 13-25; 8 to 9m. 1 in 20-13-20-14 (dangerous); 9½m. 1 in 19; 10¾m. 1 in 18; 17m. 1 in 23; 31¼m. 1 in 12.

Milestones.—Measured from Clock Tower, Morpeth.

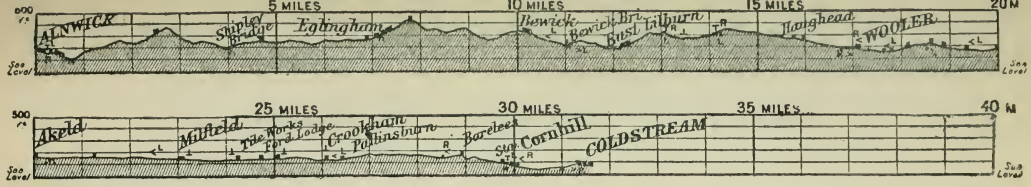
Measurements.

Morpeth,* Town Hall.					
9¼	Weldon Bridge.*				
15⅜	6⅛	Swinburne Arms.			
19¼	10	3¾	Bridge of Aln Inn.*		
22½	13¼	7⅛	3¼	Powburn.*	
31¼	22	15⅞	12	8¾	Wooler,* Station (or Cross).

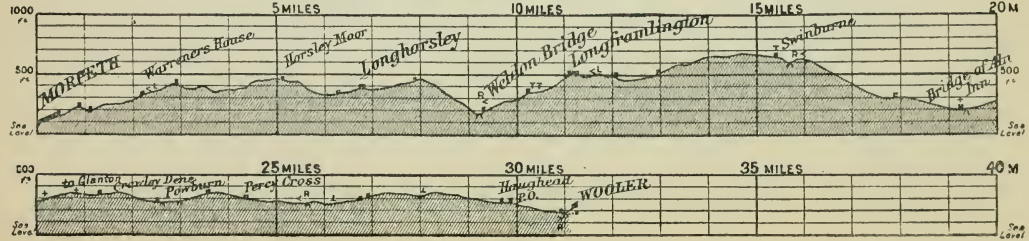
Principal Objects of Interest.—Pretty scenery at Weldon Bridge. 24¼m., Percy Cross. 24¾m., Battlefield, 1463, and Percy's Leap. WOOLER: as above.

Hotels or Inns at places marked *, and at Longhorsley, Longframlington, and (Glanton). None at Swinburne.

Route 20. Alnwick to Coldstream.



Route 21. Morpeth to Wooler.



22 MORPETH TO ELSDON.

Description.—Class III. The surface is tolerable as far as Harwood Gate, but the road is narrow and excessively undulating; thereafter it is a loose stony road, with a rough and very dangerous descent to Elsdon.

Gradients.—At 5m. 1 in 19; 10m. 1 in 17; 11m. 1 in 16; 13m. 1 in 19; 18 to 19m. 1 in 13-18-16-13-11 (dangerous).

Measurements.

Morpeth,* Town Hall.			
9¾	Longwitton.		
13¼	4½	Harwood Gate.	
19¼	10½	6	Elsdon.*

Principal Objects of Interest.—2m., Old Mitford Castle (ruin). 9½m., Longwitton: Hall, & Dene. 11½m., Rothley "Castle." Elsdon: Castle, Mote Hills.

Hotels or Inns at places marked *, and at Mitford.

23 MORPETH TO TYNEMOUTH.

Description.—Class II. The road is lumpy as far as Blyth, and somewhat soft between Blyth and Hartley, but after that it is a splendid road to Tynemouth.

Gradients.—At ½m. 1 in 20-15-13 (dangerous); 6¾m. 1 in 11; and 7m. 1 in 12 (both dangerous).

Milestones.—Measured from Morpeth Bridge.

Measurements.

Morpeth,* Town Hall.				
6¼	Bedlington,* Cross.			
10¾	4½	Blyth.*		
15	8¾	4¼	Hartley.*	
17⅞	11⅝	7⅛	2⅞	Whitley.*
20	13¾	9¼	5	2⅛ Tynemouth.*

Principal Objects of Interest.—Collieries as far as Blyth. Fine rocky coast Hartley to Tynemouth. 14m., Seaton Delaval Hall. TYNEMOUTH: Cas., Priory, Tyne Piers.

24 MORPETH TO NORTH SHIELDS.

Description.—Class II. This is a good road on the whole, but the colliery traffic makes it rough in parts.

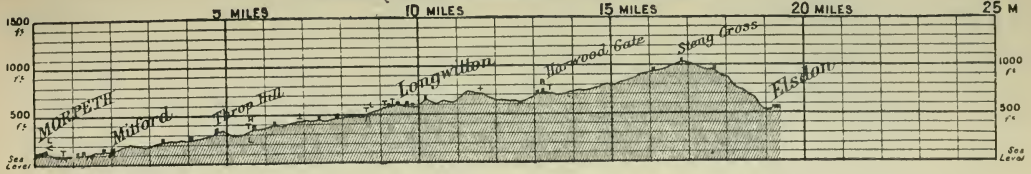
Gradients.—At ½m. 1 in 13; 5m. 1 in 14 both sides (dangerous); 12m. 1 in 12 both sides (dangerous); 17m. 1 in 14.

Milestones.—Measured from Christ Church, N. Shields.

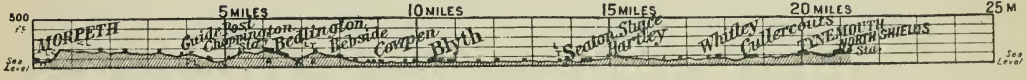
Measurements.

Morpeth,* Town Hall.				
5	Hartford Bridge.			
10	5	Seaton Delaval,* Station.		
13	8	3	Earsdon.*	
16½	11½	6½	3½	North Shields,* Christ Church.
16⅝	11⅝	6⅝	3⅝	Tynemouth.*

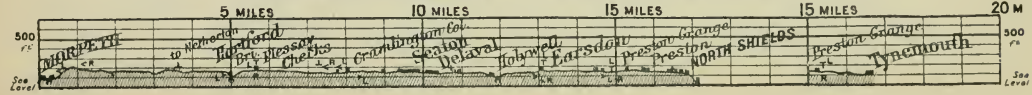
Route 22. Morpeth to Elsdon.



Route 23. Morpeth to Tynemouth.



Route 24. Morpeth to North Shields, &c.



Principal Objects of Interest.—Collieries at intervals all the way. 10m., Seaton Delaval Hall. TYNEMOUTH: as above.

Hotels or Inns at places marked *.

25 ROTHBURY TO BELLINGHAM.

Description.—Class III. The road is pretty good as far as Hepple, but from there to Elsdon is both steep and rough. For the next 3 miles the surface is good, but thereafter to Bellingham is a soft, stony, and very poor road.

Gradients.—At 1¾m. 1 in 12 (dangerous); 7¼m. 1 in 16; 9½m. 1 in 11; 11½m. 1 in 10; 14m. 1 in 15; 17m. 1 in 13; 18½m. 1 in 20; 19½m. 1 in 21; 21½-23m. 1 in 18-14-10-14-18.

Measurements.

Rothbury.*				
2	Thropton.*			
11¾	9¾	Elsdon.*		
14⅞	12⅞	3⅛	Otterburn.*	
23⅜	21⅜	11⅝	8½	Bellingham,* Town Hall.

Principal Objects of Interest.—Hepple: Peel. Elsdon: Castle, Mote Hills. Otterburn: Battlefield of Chevy Chase, 1388. Moorland road over to Bellingham. Bellingham: Church, Hareshaw Linn.

Hotels or Inns at places marked *.

26 CORBRIDGE TO ROCHESTER.

Description.—Class III. There is almost nothing attractive in this route. The hills are unpleasantly steep, and the surface is very poor nearly the whole way. Nearly all the hills are dangerously steep.

Gradients.—At 1½m. 1 in 7-23-14-13-11-14; 4½m. 1 in 14-13; 7½m. 1 in 15; 8½m. 1 in 16; 9m. 1 in 18; 12m. 1 in 12; 13m. 1 in 13; 14-16m. 1 in 11 and 1 in 16; 16¾m. 1 in 10; 19m. 1 in 13; 20¾m. 1 in 16.

Milestones.—Measured from Corbridge Market.

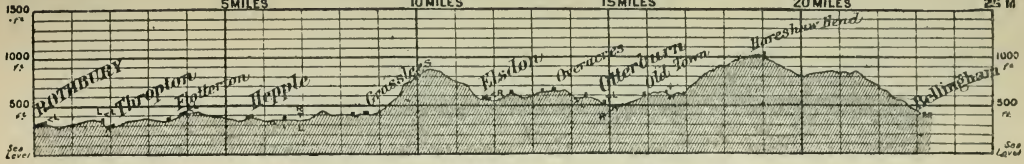
Measurements.

Corbridge.*				
2⅞	Stagshaw Bank.*			
11½	8⅝	Tone Pit Inn.*		
16⅜	13½	4⅞	West Woodburn.*	
23⅝	20¾	12⅛	7¼	Horsley Inn* (Rochester).

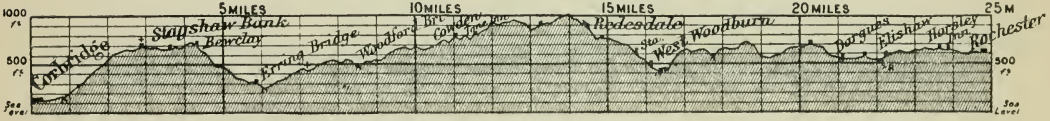
Principal Objects of Interest.—2⅞m., Site of Roman Wall, and Fosse. 10m., Reservoir. 14½m., Old Ironworks.

Hotels or Inns at places marked *, and at Redesdale.

Route 25. Rothbury to Bellingham.



Route 26. Corbridge to Rochester.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.
The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

27 HEXHAM TO BELLINGHAM.

Description.—Class III. This road has a fair surface, but is narrow and undulating, with some stiff hills. There is another road between Chollerford and Wark, but the route given here is the best.

Gradients.—At 2½m. 1 in 21-10-17; 4m. 1 in 16; 9¼m. 1 in 13; 12¾m. 1 in 15; 13½m. 1 in 8 (dangerous); 14½m. 1 in 19; 15½m. 1 in 22.

Milestones.—Measured from Hexham Market.

Measurements.

Hexham,* P.O.			
5¼	Chollerford.*		
11⅞	6⅝	Wark.*	
17¼	12	5⅜	Bellingham,* Town Hall.

Principal Objects of Interest.—4¾m., Site of Roman Wall. Rather pretty scenery near Wark. Wark: Spa, Chipchase Castle. Bellingham: Church, Hareshaw Linn.

28 HEXHAM TO ROTHBURY.

Description.—Class III. Though pretty steep in parts this is a fairly good road as far as Cambo, but beyond that it is soft and rough, with some very long and very steep hills. There are several turns on these hills which make them dangerous, notably at 15¾m., 17¼m., and within a mile of Rothbury. Scots Gap Station is 1m. east of Cambo.

Gradients.—At 2½m. 1 in 21-10-17; 4m. 1 in 16; 6¼m. 1 in 19; 6¾m. 1 in 17; 12¾m. 1 in 16-20; 15¾m. 1 in 16 (dangerous); 15¼m. 1 in 13-22 (dangerous); 18m. 1 in 11 (dangerous); 18¾m. 1 in 14; 21m. 1 in 19; 23¼m. 1 in 16-20; 23¾m. 1 in 15; 25m. 1 in 18-20-25-13; 26¼m. 1 in 11-10; 27½m. 1 in 12-16-11-17; 29½m. 1 in 12-20; 30½m. 1 in 20-10-14-11-9-10 (dangerous); 31m. 1 in 11; 31½m. 1 in 12.

Milestones.—Measured from Hexham Market.

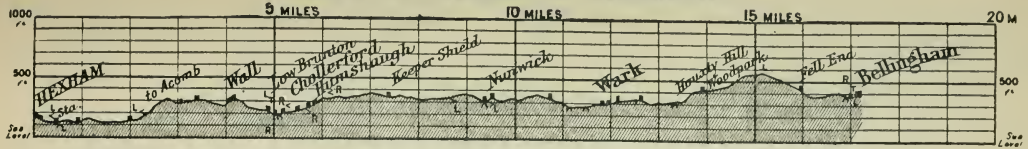
Measurements.

Hexham,* P.O.					
4⅛	Wall.*				
12½	8⅜	Little Bavington.			
19	14⅞	6½	Cambo.		
21⅜	17¼	8⅞	2⅜	Harwood Gate.	
25⅜	21¼	12⅞	6⅜	4	Ewesley Station.
32	27⅞	19½	13	10⅝	6⅝ Rothbury.*

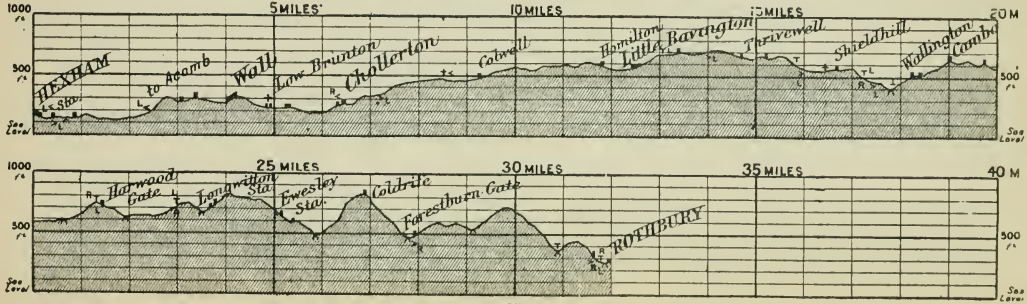
Principal Objects of Interest.—4¾m., Site of Roman Wall, and Fosse. 8½m., Swinburn Castle. 23m., Rothley Imitation Castle. Rothbury: Craigside Castle. Very dreary road between Rothley and Rothbury.

Hotels or Inns at places marked *, and at (Scots Gap).

Route 27. Hexham to Bellingham.



Route 28. Hexham to Rothbury.



29 HEXHAM TO ALSTON.

Description.—Class II. A good road as far as Whitfield Inn, with easy gradients, but Staward Bank—though not very steep—doubles back on itself three times and makes some dangerously sharp turns. From Whitfield to Alston is a wretched piece of road, grass-grown, and with loose stones for several miles on the summit. There is a more direct road to Cartsbog by keeping to right at 6m. on next route; but it is very steep.

Gradients.—At 7m. 1 in 21; 8½m. 1 in 20; 11½m. 1 in 19 (dangerous turns); 14½m. 1 in 14. Ascent to summit, mostly 1 in 24, but 1 in 20 in parts. Descent to Alston, mostly 1 in 28.

Milestones.—At first, from Gateshead; near Haydon Bridge, from Alston Town Hall.

Measurements.

Hexham,* P.O.			
(...	Haydon Bridge.*)		
10	3⅝	Cartsbog Inn.*	
14¼	7⅝	4¼	Whitfield Inn.*
23½	16⅞	13½	9¼ Alston,* Town Hall.

Principal Objects of Interest.—8m., Langley Castle, ruin. Pretty scenery up to Whitfield, but beyond that dreary moorland. Alston: Cross, Nattrass Gill.

30 HEXHAM TO WEARHEAD.

Description.—Class III. The surface is rather poor, and the hills are exceedingly steep as far as Branchend; thereafter the hills are not nearly so steep, but the surface is very lumpy. Beyond Allenheads it is a wretched road, all loose stones, and dangerously steep. The best road is by Route 29 to Langley, thence as shown by the dotted line. Distance 2⅞m. further.

Gradients.—At 1m. 1 in 13 (dangerous); 2¾m. 1 in 13; 8¾m. 1 in 15; 13¾m. 1 in 20. Ascent from Allenheads, mostly 1 in 13. Descent at first, 1 in 14-17; then 1 in 11 (dangerous).

Milestones.—Continuation of those near Langley.

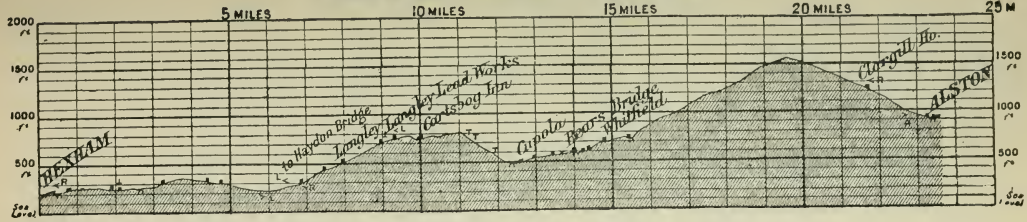
Measurements.

Hexham,* P.O.		
10⅝	Allendale,* Market.	
18¼	7⅝	Allenheads,* P.O.
22⅜	11⅝	4⅛ Wearhead.*

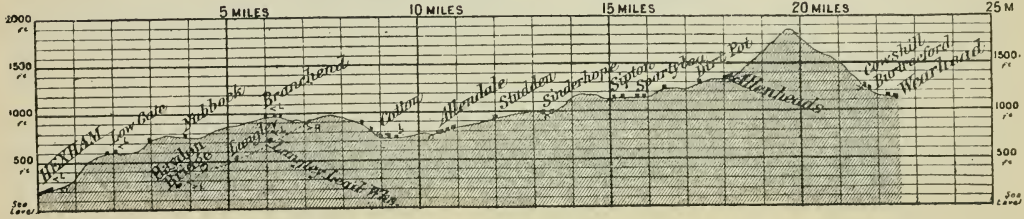
Principal Objects of Interest.—Allendale, and Allenheads: Lead Mines, and Smelting Mill. Dreary moorland for a considerable part of the way.

Hotels or Inns at places marked *, and at Catton, and Cowshill.

Route 29. Hexham to Alston.



Route 30. Hexham to Wearhead.



31 SOUTH SHIELDS TO BLAYDON.

Description.—Class I. & III. Paved streets through South Shields at first; thereafter fair surface, but apt to be bumpy nearly all the way. To reach Newcastle keep straight on at 9m., and cross High Level Bridge (Toll).

Gradients.—At 9¾m. 1 in 13-18; 12m. 1 in 19.

Milestones.—Measured from end of Commercial Road, South Shields.

Measurements.

South Shields,* Town Hall.					
7½	Felling.*				
9	1½	Gateshead.*			
(9¾	2¾	—	Newcastle,* G.P.O.)		
13¼	5¾	4¼	4¾	Derwent Bridge.	
14⅝	7⅛	5⅝	6¼	1⅜	Blaydon.*

Principal Objects of Interest.—Manufacturing district.

32 DURHAM TO SUNDERLAND.

Description.—Class I. The road has a fairly good surface, but there are a number of stiff hills; it is also very lumpy near Sunderland.

Gradients.—At ½m. 1 in 17; 5¾m. 1 in 20; 7m. 1 in 15; 10m. 1 in 20; 11m. 1 in 17.

Milestones.—Measured from Sunderland Infirmary.

Measurements.

Durham,* Market Place.		
6⅝	Houghton-le-Spring,* Church.	
12¾	6⅛	Sunderland,* Station.

Principal Objects of Interest.—Collieries most of the way. Houghton: Church, Hall. SUNDERLAND: see Route 9.

Hotels or Inns at places marked *, and at Carrville, West and East Rainton, and Rainton Bridge.

33 DURHAM TO STOCKTON.

Description.—Class I. Narrow and steep descent from Durham Market to Elvet, then rather lumpy till past Coxhoe, when the surface improves, and thereafter is very fine.

Gradients.—At ¾m. 1 in 16; 2¼m. 1 in 14 (dangerous).

Milestones.—Measured from Elvet Bridge.

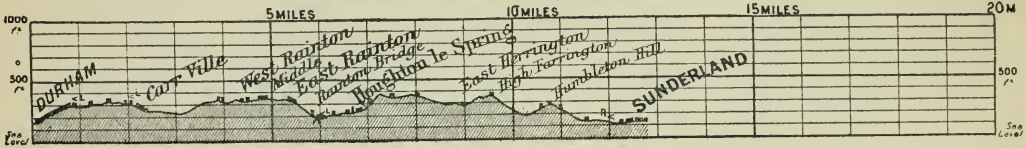
Measurements.

Durham,* Market Place.			
5⅝	Coxhoe.*		
10½	4⅞	Sedgefield,* Market.	
19⅜	13¾	8⅞	Stockton,* Town Clock.

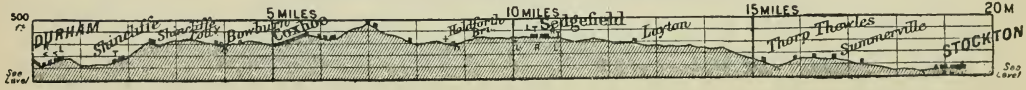
Principal Objects of Interest.—Coxhoe: Hall. 9½m., County Asylum. Sedgefield: Church. 14m., Grindon Ch. Thorp Thewles: Wynyard Park.

Route 31. South Shields to Blaydon.

Route 32. Durham to Sunderland.



Route 33. Durham to Stockton.



34 DURHAM TO BOWES.

Description.—Class II. Good surface, but hilly to Sunderland Bridge, then rather poor surface till past West Auckland on account of heavy traffic; thereafter it is a very good road to Barnard Castle. Fair surface to Bowes, but rather steep.

Gradients.—At ¾m. 1 in 18; 2½m. 1 in 21; 3½m. 1 in 13; 8¾m. 1 in 16-18; 10¼m. 1 in 18; 15m. 1 in 19; 18½m. 1 in 15; 21m. 1 in 16; 26m. 1 in 12-20 (dangerous).

Milestones.—Measured from New Elvet, Durham, and from Bishop Auckland, Cross.

Measurements.

Durham,* Market Place.						
6½	Spennymoor.*					
10⅜	4½	Bishop Auckland,* Cross.				
14⅓	8	3½	West Auckland,* P.O.			
19½	13⅜	8⅜	5⅜	Staindrop.*		
25½	19⅜	14⅞	11⅜	6	Barnard Castle,* Town Hall.	
29¾	23⅝	19⅛	15⅝	10¼	4¼	Bowes,* P.O.

Principal Objects of Interest.—Collieries at intervals as far as West Auckland. 8½m., Westerton Tower. BISHOP AUCKLAND: Castle. West Auckland: Tower, Brusselton. Staindrop: Raby Cas. 22½m., Streatlam Cas. BARNARD CASTLE: Cas., Bowes Museum, Egglestone Abbey, Rokeby.

Hotels or Inns at places marked *, & Sunderland Bridge.

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35 DURHAM TO SHOTLEY BRIDGE, &c.

Description.—Class III. A fairly good road, with comparatively easy hills to Lanchester; thence fairly good surface, but with precipitous hills to Shotley Bridge, after which the road is rough, joining Route 47 at Carterwayhead.

Gradients.—Out of Durham 1 in 17; 3¼m. 1 in 15; 5m. 1 in 17; 9m. 1 in 10; 11½m. 1 in 12; 12½m. 1 in 13; 14½m. 1 in 9-15, then mostly 1 in 12; 16½m. 1 in 13; 17m. 1 in 11, then 1 in 17. These last hills are all dangerous.

Milestones.—From Framwellgate Bridge, Durham.

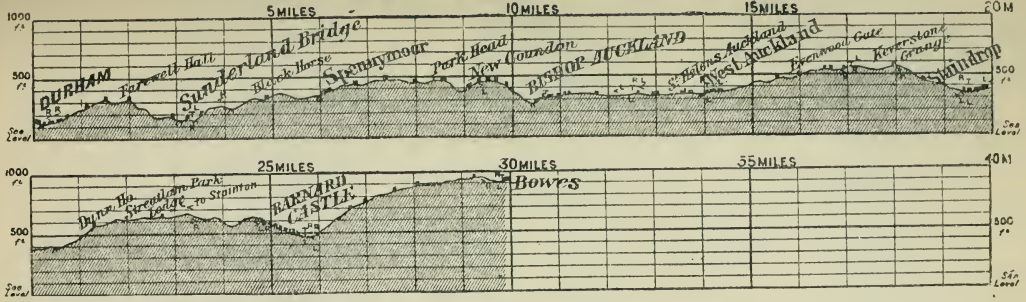
Measurements.

Durham,* Market Place.				
8⅛	Lanchester.*			
16	7⅞	Shotley Bridge.*		
18⅞	10¾	2⅞	Carterwayhead.	
31¼	23⅜	15¼	12⅜	Hexham,* P.O.

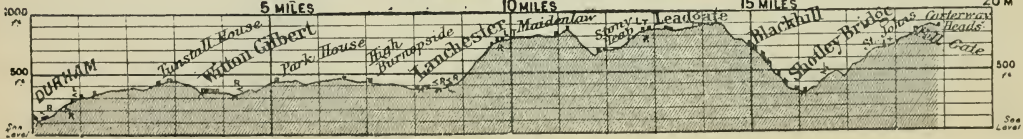
Principal Objects of Interest.—Witton Gilbert: Ushaw College. Lanchester: Church. Ironworks, Collieries, and Coke Ovens between Leadgate and Shotley Bridge.

Hotels or Inns at places marked *, and at Leadgate, Blackhill, and Consett.

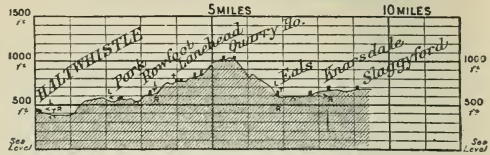
Route 34. Durham to Barnard Castle, &c.



Route 35. Durham to Shotley Bridge, &c.



36 HALTWHISTLE TO KNARSDALE.



Description.—Class III. After the first mile this is a very rough road with precipitous hills to Eals; thereafter better surface.

Gradients.—At 1¼m. 1 in 7; 3m. 1 in 10; 5m. 1 in 9; 5½ to 7m. 1 in 9-10. All very dangerous.

Measurements.

Haltwhistle,* Town Hall.
8¼ Knarsdale.

Principal Objects of Interest.—1m., Bellister Castle. 3¼m., Featherstone Castle.

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37 SUNDERLAND TO SOUTH SHIELDS.

Description.—Class II. A fairly good road, but lumpy near Sunderland and Shields. Ferry to N. Shields (⅜m.).

Milestones.—Measured from Monkwearmouth.

Measurements.

Sunderland,* Station.
7⅛ South Shields,* Town Hall.
8¼ 1⅛ North Shields,* Christ Church.

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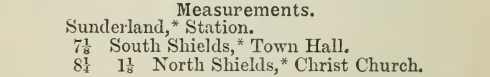
38 BISHOP AUCKLAND TO WOLSINGHAM.



Description.—Class III. The road has a fairly good surface, but the hills are very stiff. By turning to the left at 1½m. an undulating road leads to Witton (4½m.).

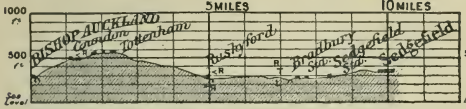
Gradients.—At ½m. 1 in 11, both sides (dangerous); 2m. 1 in 14; 3¼m. 1 in 12-15; 4½m. 1 in 17; 7m. 1 in 17-11.

Measurements.

Bishop Auckland,* Cross.
6¼ Harperley Toll.
10 3¾ Wolsingham,* Town Hall.

*Hotels or Inns at places marked *.*

BISHOP AUCKLAND TO SEDGEFIELD. 39



Description.—Class III. An undulating road with only fair surface.

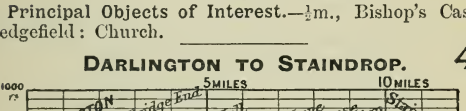
Gradients.—At ½m. 1 in 18; 2¾m. 1 in 13.

Measurements.

Bishop Auckland.*
5 Rushyford.
10 5 Sedgefield,* Market.

Principal Objects of Interest.—½m., Bishop's Castle. Sedgefield: Church.

DARLINGTON TO STAINDROP. 40



Description.—Class III. A fairly good road and with easy gradients.

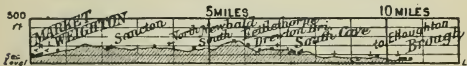
Milestones.—Measured from Bondgate, Darlington.

Measurements.

Darlington,* Town Clock.
11½ Staindrop.*

Principal Objects of Interest.—4¾m., Walworth Castle. Staindrop: Raby Castle.

MARKET WEIGHTON TO BROUGH. 41



Description.—Class III. An undulating road, but with very poor surface; nearing Brough it is soft.

Gradients.—At 1¼m. 1 in 19; 5½m. 1 in 23; 6¼m. 1 in 17; 7¼m. 1 in 25; 8m. 1 in 20.

Milestones.—Measured from South Cave, Market House.

Measurements.

Market Weighton.*
7½ South Cave,* Market House.
10½ 3 Brough.*

Principal Objects of Interest.—North Newbald: Church. South Cave: Castle. Brough: Castle.

*Hotels or Inns at places marked *.*

42 DURHAM TO ALSTON.

Description.—Class II. The road has a good surface as far as Brancepeth, but after that till near Wolsingham the traffic of the numerous collieries makes it very bumpy. Thence to Wearhead the surface is good, but after that it becomes rough and very steep—very bad for several miles on the summit—until nearing Nenthead, whence the road has a tolerable surface, but with some steep hills.

Gradients.—At ½m. 1 in 16 (dangerous); 8½m. 1 in 15; 9¼m. 1 in 12; 12½m. 1 in 17-14-11; 22m. 1 in 20; 31½m. 1 in 19-17; 32½m. 1 in 10; 35½m. 1 in 8 (dangerous); 36-37m. 1 in 9-12 (dangerous); 38m. 1 in 10; 41½m. 1 in 10.

Milestones.—Measured from Market Place, Durham; after Wearhead, from Alston Cross.

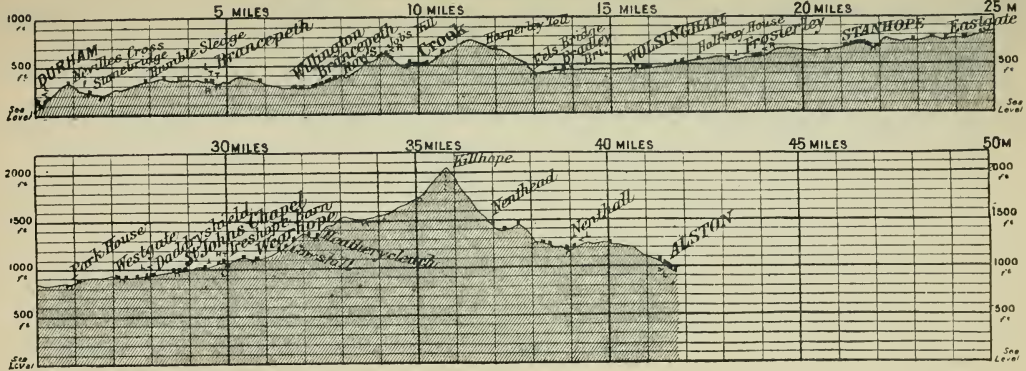
Measurements.

Durham,* Market Place.								
7	Willington,* Inn.							
9¾	2¾	Crook,* Church.						
12	5	2¼	Harperley Toll.					
15¾	8¾	6	3¾	Wolsingham,* Town Hall.				
21¼	14¼	11½	9¼	5½	Stanhope.*			
30⅝	23⅝	20⅞	18⅝	14⅞	9⅝	Wearhead.		
37	30	27¼	25	21¼	15¾	6⅜	Nenthead.	
41⅝	34⅝	31⅞	29⅝	25⅞	20⅜	11	4⅝	Alston,* Town Hall.

Principal Objects of Interest.—¾m., Neville's Cross, Battlefield, 1346. 4½m., Brancepeth: Church, Castle. 13¾m., Bradley Hall. Stanhope: Castle. Numerous charming places in the vicinity. Lead Mines between Stanhope and Alston. Desolate moorland road from Cowshill to near Alston. ALSTON: Cross, Nattrass Gill.

Hotels or Inns at places marked *, and at Brancepeth, Frosterley, Eastgate, Westgate, and Cowshill.

Route 42. Durham to Alston.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

43 Barnard Castle to Alston.

Description.—Class III. & II. The first part of the road to Middleton is pretty good, but there are a number of short hills. Beyond Middleton the road is more level, and has a good surface as far as High Force Hotel, but after that it degenerates, and is very loose and stony—a wretched road for about eight miles—until nearing Ashgill, when the surface gradually improves, and is fairly good on the descent to Alston.

Gradients.—At ¾m. 1 in 15-20; 3m. 1 in 13; 4½m. 1 in 12; 10m. 1 in 11; 15m. 1 in 23; 18m. 1 in 18-14-21; 21m. 1 in 22; 25¼m. 1 in 14; 26m. 1 in 21 to 1 in 27. Descent to Alston 1 in 14-10 (dangerous).

Milestones.—Measured from Alston Town Hall.

Measurements.

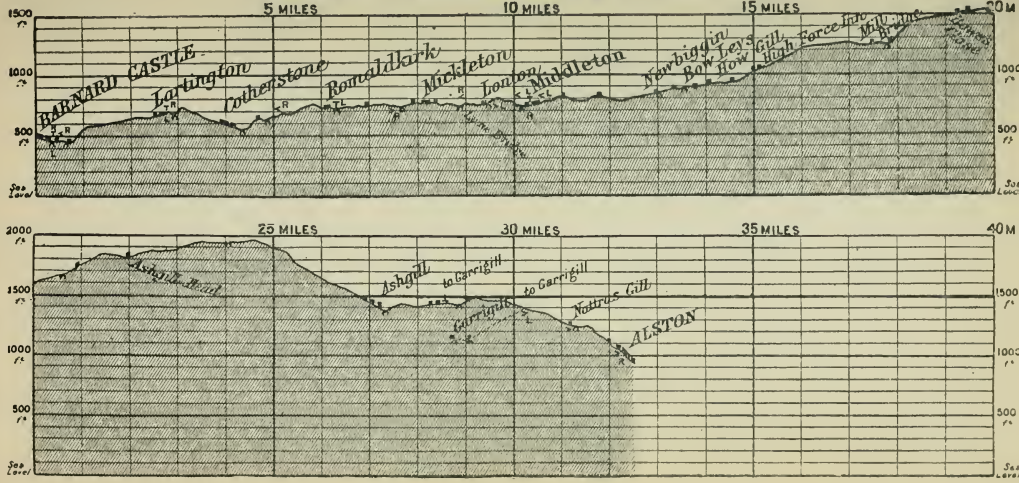
Barnard Castle.*					
6⅛	Romaldkirk.*				
10½	4⅜	Middleton in Teesdale.*			
15⅛	11	4⅝	High Force Hotel.*		
17⅞	11¾	7¾	2¾	Langdon Beck Inn.*	
32½	28	22	17⅝	14⅝	Alston,* Town Hall.

Garrigill is 3¾m. from Alston Town Hall.

Principal Objects of Interest.—Fine views and picturesque scenery at first. 13¾m., Bow Leys Beck. 15m., High Force. Bleak moorland thereafter. 31¼m., Nattrass Gill. ALSTON: Cross.

Hotels or Inns at places marked *, and at Cotherstone, and Mickleton.

Route 43. Barnard Castle to Alston.



44 HARTLEPOOL TO DURHAM.

Description.—Class III. The road has a good surface throughout, but is pretty hilly between Thornley Hall and Durham.

Gradients.—At 3m. 1 in 23; 4½m. 1 in 20; 12¾m. 1 in 14; 13½m. 1 in 11; 16m. 1 in 15; 16¼m. 1 in 13.

Measurements.

Hartlepool.*			
4⅛	Hart.		
12⅝	8½	Halfway House.*	
18¼	14⅜	5⅞	Durham,* Market Place.

Principal Objects of Interest.—Collieries near South Wingate. DURHAM: Castle, Cathedral, &c.

Hotels or Inns at places marked *.

45 HARTLEPOOL TO SEDGEFIELD.

Description.—Class III. A fairly level and moderately good road all the way. There is a more direct road to Sedgefield by Wynyard Station, but this route has the better surface.

Gradients.—At 11¼m. 1 in 13.

Measurements.

Hartlepool.*			
2½	West Hartlepool,* Station.		
(...	...	Seaton Carew.*)	
9	6¾	5¾	Wolviston.*
17½	15¼	14¼	8½ Sedgefield,* Market.

Principal Objects of Interest.—Seaton Carew: fine beach. Flat uninteresting country. 10½m., Wynyard Park. 14m., Grindon Church. Sedgefield: Church.

Hotels or Inns at places marked *.

46 DARLINGTON TO RICHMOND.

Description.—Class III. A very fair road, but with some steep gradients. Very good surface near Scotch Corner.

Gradients.—At 2¾m. 1 in 15; 9m. 1 in 17; 11m. 1 in 17; 12m. 1 in 22.

Milestones.—Measured from outside Darlington.

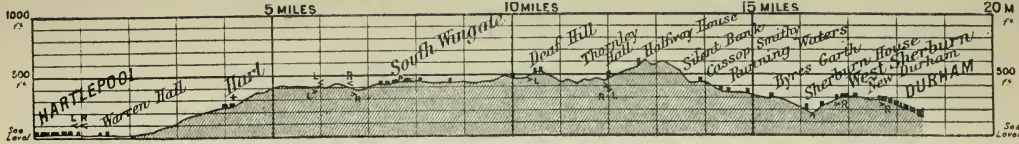
Measurements.

Darlington,* Town Clock.		
8⅛	Scotch Corner.*	
12½	4⅜	Richmond,* Cross.

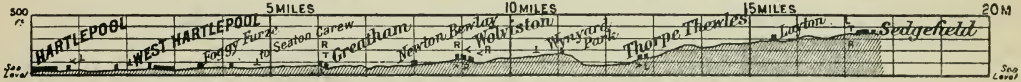
Principal Objects of Interest.—Richmond: Cas., Easby Abbey, &c. The situation of Richmond is very fine.

Hotels or Inns at places marked *, and at Stapleton, and Barton.

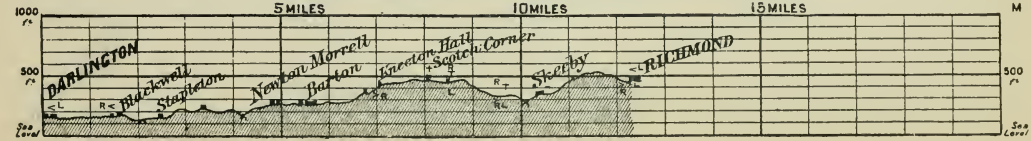
Route 44. Hartlepool to Durham.



Route 45. Hartlepool to Sedgefield.



Route 46. Darlington to Richmond.



47 DARLINGTON TO CORBRIDGE.

Description.—Class III. A fairly good road for the first few miles, but after that it is poor nearly the whole way to Corbridge. The surface is rough—but with occasional good stretches—to Witton; after that it becomes much worse, and has some long and stiff hills, with soft surface. After Ridingmill the road is good.

Gradients.—At 6½m. 1/17-13; 7¾m. 1/14; 9½m. 1/13; 11¾m. 1/15; 14m. 1/10-13-8 (dangerous); 15¼m. 1/10; 20½m. 1/13; 24½m. 1/12; 25¼m. 1/15; 25¾m. 1/14; 29m. 1/9 (dangerous); 29¾m. 1/10-13; 34½m. 1/10; 35½m. 1/17; 36½m. 1/18; 38m. 1/10 (dangerous); 40¾m. 1/13.

Milestones.—Measured from Darlington, Market Place.

Measurements.

Darlington,* Town Clock.						
10⅝	West Auckland,* P.O.					
15¼	4⅝	Witton-le-Wear.*				
18⅜	7¾	3⅛	Harperley Toll.			
21	10⅜	5¾	2⅜	Towlaw.		
29½	18⅞	14¼	11⅛	8½	Allensford.	
31⅞	21¼	16⅝	13½	10⅞	2⅜	Carterwayheads.
41⅜	30¾	26⅛	23	20⅜	11⅞	9½ Corbridge.*

Principal Objects of Interest.—9m., Brusselton Tower. Collieries near West Auckland, dreary moorland thereafter. 24½m., Butsfield Abbey. Pretty scenery at Ridingmill.

Hotels or Inns at places marked *, and at Ridingmill.

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48 SALTBURN TO THIRSK.

Description.—Class III. A fairly good road, but pretty hilly to Guisborough; thence fine surface to Stokesley, after which the road is not quite so good. Route 53 is joined at Tontine Inn. The other road to Guisborough by Skelton crosses the Toll Bridge at Saltburn.

Gradients.—At 3¼m. 1 in 13; 4½m. 1 in 13.

Milestones.—Measured from Guisborough, Town Hall.

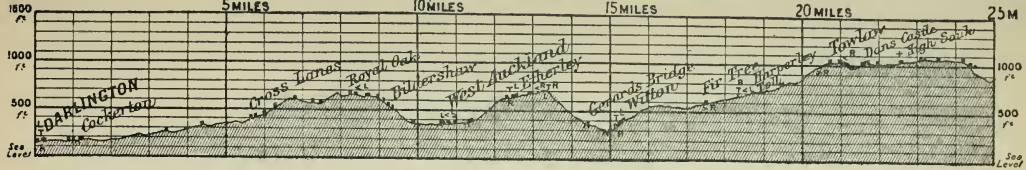
Measurements.

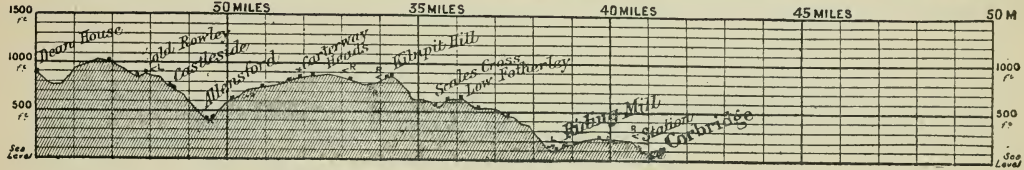
Saltburn,* Zetland Hotel.					
6⅛	Guisborough,* Town Hall.				
11¾	5⅝	Ayton,* P.O.			
14¾	8⅝	3	Stokesley,* Town House.		
23	16⅞	11¼	8¼	Tontine Inn.*	
34¼	28⅜	22½	19½	11¼	Thirsk,* Cross.

Principal Objects of Interest.—Pretty country at first. Guisborough: Priory. 9m., Roseberry Topping. Flat country after Stokesley.

Hotels or Inns at places marked *, and at (Swainby), and Ingleby.

Route 47. Darlington to Corbridge.





Route 48. Saltburn to Thirsk. *(Last 12m. as Route 53.)*

49 REDCAR TO YARM.

Description.—Class III. A fine level road at first, but after Ormesby it is undulating, with poor surface.

Gradients.—At 10m. 1 in 13; 14¾m. 1 in 11; 15m. 1 in 17-11 (both dangerous).

Measurements.

Redcar,* P.O.
8½ Ormesby,* Inn.
16⅔ 8¾ Yarm,* Town Hall.

Principal Objects of Interest.—8m., Ormesby Hall.

Hotels or Inns where marked *; Lazenby, & High Leven.

50 MIDDLESBROUGH TO SALTBURN.

Description.—Class III. This is a good road with easy undulations. The direct road to Ormesby is shown in Route 51; it is rather rough.

Gradients.—At 11½m. 1 in 16 (maximum).

Measurements.

Middlesbrough,* P.O.
4½ Ormesby,* Inn.
(12¼ 8¼ Redcar,* P.O.) (Route 49).
14½ 10⅔ 6 Saltburn,* Zetland Hotel.

Principal Objects of Interest.—Ormesby: Hall. Pretty district round Saltburn.

Hotels or Inns at places marked *, Lazenby, and Marske.

51 STOCKTON TO WHITBY.

Description.—Class III. The surface is good as far as Guisborough, but after that it is a moderate road, with loose stones nearly all the way. The direct road from Middlesbrough is poor, the best is by Route 52 to Marton.

Gradients.—At 14½m. 1/20; 15 to 16½m. 1/20-16-13-10 (dangerous turn); 16¾m. 1/11; 18½m. 1/12; 20 & 21½m. 1/10; 24m. 1/23; 29½m. 1/25; 30¾m. 1/12; 31½m. 1/15; 32m. 1/14; 34m. 1/10, mostly 1/17. Ormesby Bank 1/21-12 (dangerous).

Milestones.—Measured from Stockton, Market House.

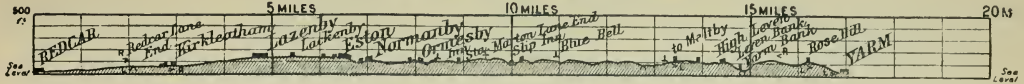
Measurements.

Stockton,* Town Clock.
... Middlesbrough,* P.O.
... 3½ Ormesby,* Inn.
13 9¼ 6½ Guisborough,* Town Hall.
22¾ 19 15⅔ 9¾ Scaling Dam.*
34⅚ 30⅞ 27¾ 21⅚ 11⅞ Whitby,* Bridge.

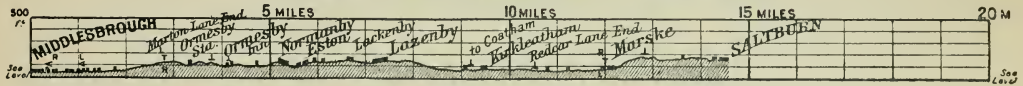
Principal Objects of Interest.—Marton: Capt. Cook's birthplace. Guisborough: Priory. 18m., Danby Beacon. WHITBY: Abbey, Mulgrave Castle. Charming district.

Hotels or Inns at places marked *, and at Marton, Skate Beck, and Skelder.

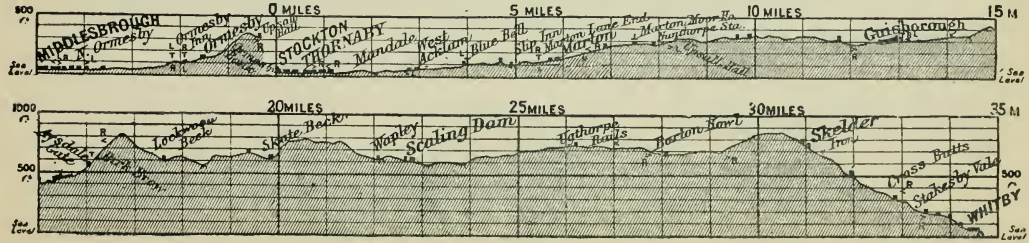
Route 49. Redcar to Yarm.



Route 50. Middlesbrough to Saltburn.



Route 51. Middlesbrough and Stockton to Whitby.



52 Middlesbrough to Helmsley.

Description.—Class III. There are two roads to Stokesley, but that by Marton is the better. The road has a good surface as far as Broughton, but after that it is very poor almost the whole way to Helmsley. The surface is good at one or two points, but the greater portion of the road is rough and hilly. To Stokesley by Acklam, 9¾m.

Gradients.—Clay Hill 1 in 15-9-8 (dangerous); 14¾m. 1 in 15-12-16-20; 24m. 1 in 9-12 (dangerous); 28½m. 1 in 13-12-14.

Measurements.

Middlesbrough,* P.O.			
(...	Stockton,* Town Clock.		Route 51).
9½	9⅝	Stokesley,* Bridge.	
17	17⅛	7½	Chopgate,* Inn.
29⅛	29¼	19⅝	12½ Helmsley,* Market Place.

Principal Objects of Interest.—Roseberry Topping is very prominent. 27m. to Rievaulx Abbey (ruin), and Terrace. Helmsley: Castle.

Hotels or Inns at places marked*, Marton, and Spout.

53 Middlesbrough to Boroughbridge.

Description.—Class II. A fairly good road from Middlesbrough to Stockton, then a splendid road to Yarm. After Yarm, until past Jeator, the surface is only fair, but after that it is a fine road the whole way to Boroughbridge. Between Thirsk and Topcliffe it is not very good.

Gradients.—Mount Bank 1 in 16.

Milestones.—Somewhat irregular. At first, measured from Stockton Market House, then (south of Yarm), from Yarm Town Hall for a few miles, after which they are measured from Thirsk, Cross. After Topcliffe, from Boroughbridge (Bridge).

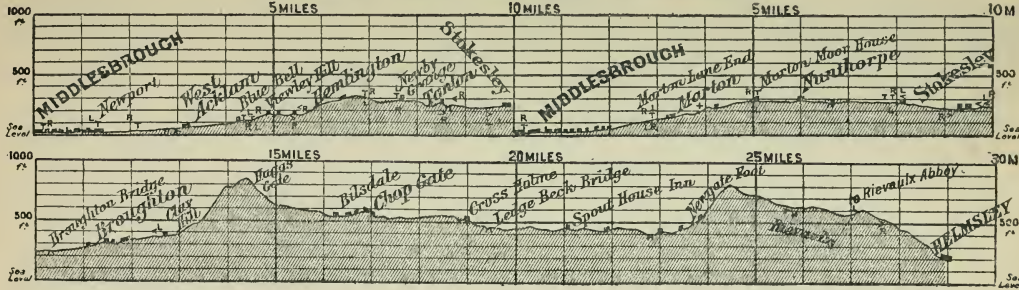
Measurements.

Middlesbrough,* P.O.						
3⅜	Thornaby,* Town Hall.					
4⅛	¾	Stockton,* Town Clock.				
8¼	4⅞	4⅜	Yarm,* Town Hall.			
17⅛	13¾	13¼	8⅞	Tontine Inn.*		
28⅜	25	24½	20⅛	11¼	Thirsk,* Cross.	
32⅞	29½	29	24⅝	15¾	4½	Topcliffe,* Cross.
39½	36⅛	35⅝	31¼	22⅜	11⅛	6⅝ Boroughbridge,* High St.

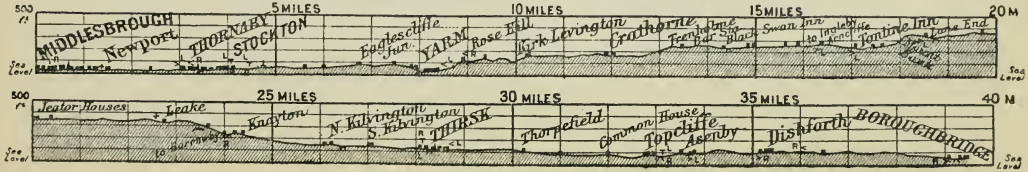
Principal Objects of Interest.—Ironworks and Engineering works at Stockton. Yarm: Church. 18m., Mount Grace Priory. THIRSK: Church. BOROUGHBRIDGE: The Devil's Arrows, Battlefield 1321, Column.

Hotels or Inns at places marked*, and at Black Swan, Ingleby, Jeator House, South Kilvington, and Dishforth.

ROUTE 52. MIDDLESBROUGH TO HELMSLEY.



ROUTE 53. MIDDLESBROUGH TO BOROUGHBRIDGE.



54 MIDDLESBROUGH TO REETH.

Description.—Class II. & III. Rather lumpy road at first to Stockton, then magnificent surface to Yarm; thereafter the road is fairly good to Richmond, though somewhat rough nearing Entercommon. From Richmond the surface is good almost the whole way to Reeth, but there is a very sharp turn at Eddy's Bridge.

Gradients.—At Worsall Bridge 1/13 both sides (dangerous); Staindale Bridge 1/20; 16¾m. 1/16; to Richmond 1 in 12.

Milestones.—Measured from Market House, Stockton; after Yarm, from Catterick Bridge Station.

Measurements.

Middlesbrough,* P.O.								Route 53.
3⅜	Thornaby,* Town Hall.							
4⅛	¾	Stockton,* Town Clock.						
8¼	4⅜	4⅜	Yarm,* Town Hall.					
16¼	12¾	12⅜	8	Entercommon.*				
25½	22⅛	21⅝	17¼	9¼	Catterick Bridge Station.*			
29½	26¼	25⅝	21¼	13⅛	4	Richmond,* Cross.		
40½	37⅛	36⅝	32¼	24¼	15	11	Reeth,* Market Place.	

Principal Objects of Interest.—STOCKTON: as Route 53. Yarm: Church. RICHMOND: as Route 46. 33⅜m., Ellerton Abbey. Charming scenery from Brompton to near Reeth.

Hotels or Inns at places marked*, and at Scorton, Brompton, and Grinton.

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55 MIDDLESBROUGH TO BARNARD CASTLE.

Description.—Class II. The road has a good surface after getting clear of Stockton, but there is a short section a few miles out which is apt to be somewhat rough.

Gradients.—At 24m. 1 in 10 (dangerous); 25 & 27m. 1 in 24.

Milestones.—Measured from Market House, Stockton; after Darlington, from the Market House there; beyond Winston, from Barnard Castle, Cross.

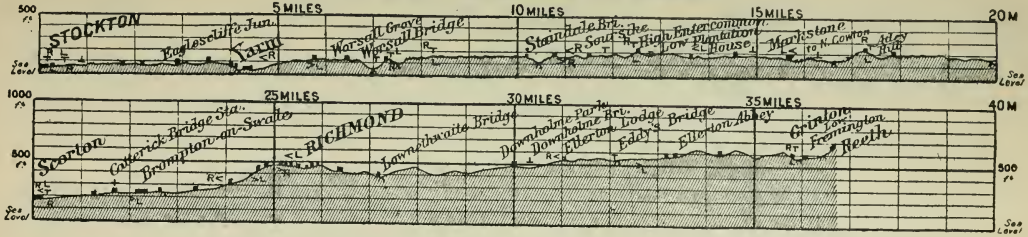
Measurements.

Middlesbrough,* P.O.							
3⅜	Thornaby,* Town Hall.						
4⅛	¾	Stockton,* Town Clock.					
11¼	7⅞	7¼	Sadberge.*				
15¼	11⅞	11¼	4	Darlington,* Town Clock.			
20⅝	17¼	16⅝	9¾	5⅜	Piercebridge.*		
25⅜	21⅝	21	13¾	9¾	4⅜	Winston.*	
31⅝	27⅝	27	19¾	15¾	10⅜	6	Barnard Castle,* Cross.

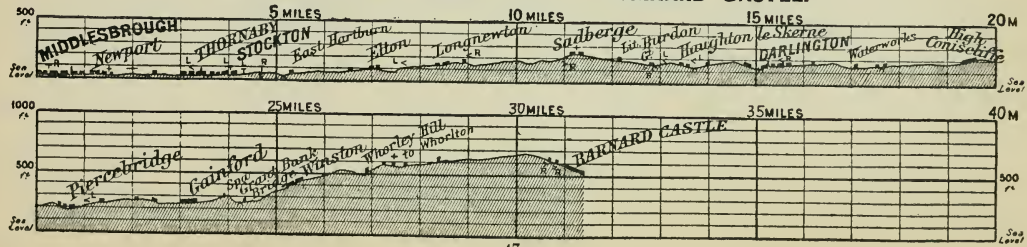
Principal Objects of Interest.—DARLINGTON: Church, Public Library, Park. BARNARD CASTLE: Castle, Bowes Museum, "The Flats," Egglestone Abbey, Rokeby, &c.

Hotels or Inns at places marked*, and at Long Newton.

Route 54. Stockton to Reeth.



Route 55. Middlesbrough to Barnard Castle.



56 RICHMOND TO STAINDROP.

Description.—Class III. A very hilly road, with very poor surface most of the way. Rather better surface near Winston.

Gradients.—At ½m. 1 in 21; 1½m. 1 in 12; 4½m. 1 in 11; 12m. 1 in 16.

Milestones.—Measured from Richmond Cross.

Measurements.

Richmond,* Cross.			
4¾	Leeming Lane.		
12¼	7½	Winston.*	
15⅝	10⅜	2⅞	Staindrop*.

Principal Objects of Interest.—Staindrop: Raby Castle.

Hotels or Inns at places marked*, and at Gilling.

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57 RICHMOND TO HAWES.

Description.—Class III. The main route to Hawes by Redmire and Askrigg is very rough and steep as far as Redmire, but after that it is much better. The best road to Halfpenny House is by Downholme, and this Route may be extended to Wensley, joining Route 61. For the first five miles this road has a good surface, but after that it is rather poor, though certainly better and easier than the other.

Gradients.—By Redmire—At ½m. and 1¼m. 1 in 9 (dangerous); 3m. 1 in 17-10-13; 5m. 1 in 12; 10m. 1 in 8-9-12 (very dangerous); 12½m. 1 in 15; 18m. 1 in 10.

By Downholme—5½m. 1 in 14-18; 9¼m. 1 in 9 (dangerous); 12½m. 1 in 17.

Milestones.—Measured from Richmond Bridge.

Measurements.

Richmond,* Cross.				
11⅛	Redmire.*			
18⅜	7¼	Askrigg,* Cross.		
19⅞	8¾	1½	Bainbridge,* P.O.	
23⅞	12¾	5½	4	Hawes (Route 61)

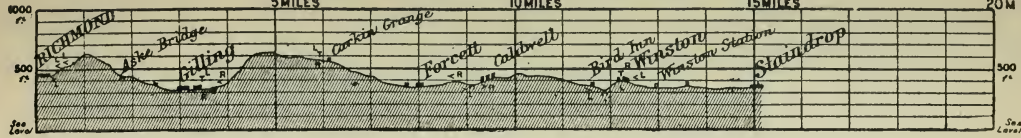
By Downholme—Richmond,* Cross.

9⅝	Bellerby.*		
11⅝	1¾	Leyburn,* Town Hall.	
12¾	3⅛	1⅜	Wensley.*

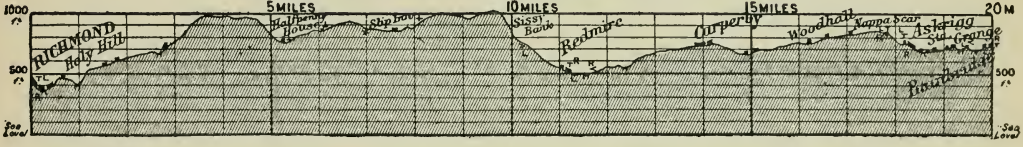
Principal Objects of Interest.—Fine views of Swaledale and Wensleydale, but moorland road to near Redmire. Redmire: Bolton Castle. Aysgarth: Falls. Fine scenery in Wensleydale.

Hotels or Inns at places marked*, and at Halfpenny House and Slip Inn.

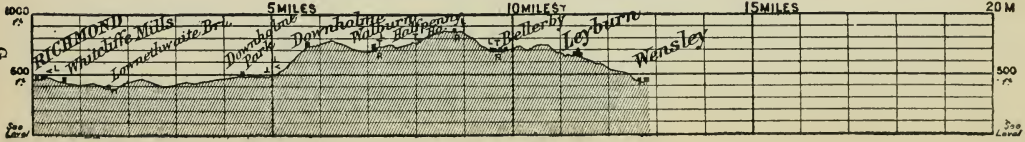
Route 56. Richmond to Staindrop.



Route 57. Richmond to Hawes. *(Last 4m. as Route 61.)*



By DOWNHOLME. (Last 15m. as Route 61.)



58 REETH TO BROUGH.

Description.—Class III. A mountainous road. There are a few miles with tolerable surface at the Reeth end, but after Arkengarthdale Inn the road is very rough, and with precipitous hills till within a few miles of Brough, when the Bowes-Brough road is joined. Thence the road is of rather better surface, but it is pretty loose. The shorter road by Barras Station is mostly 1 in 10 (dangerous).

Gradients.—At 1½m. 1/10; 2½m. 1/10; 3¼m. 1/12-14; 6m. 1/9 (dangerous turn); 9m. 1/17; 11m. 1/10; 11¾m. 1/10; 12½m. 1/11; 16m. 1/13; 19½m. 1/13; 21m. 1/13; 22m. 1/15.

Measurements.

Reeth,* Market Place.				
3⅝	Arkengarthdale Inn.*			
11⅜	7¾	Tan Hill.		
(16⅜	13½	5⅜	Barras Station.)	
(20¾	17⅛	9¾	4	Brough.*)
22¾	19⅛	11⅝	...	Brough.*

Principal Objects of Interest.—A very dreary moorland road almost the whole way. 4m., Smelting Mill.

Hotels or Inns at places marked*, and at Longthwaite, Bay Horse, and Slip Inn.

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59 REETH TO KIRKBY STEPHEN.

Description.—Class III. The road has rather a poor surface, though with easy gradients, as far as Muker: but after that the hills are pretty steep, and the surface not nearly so good. After passing Cathole Inn the road gets worse and worse, and is rough all the way to Nateby—with a precipitous hill—after which the surface is good to Kirkby Stephen.

Gradients.—At ¼m. 1 in 13; 3¾m. 1 in 17; 10½m. 1 in 8-15; 12m. 1 in 12; 14½m. 1 in 9-18-10 (dangerous); 18m. 1 in 10; 19m. 1 in 8-12; 19½m. to 21m. 1 in 9-8-10 (dangerous).

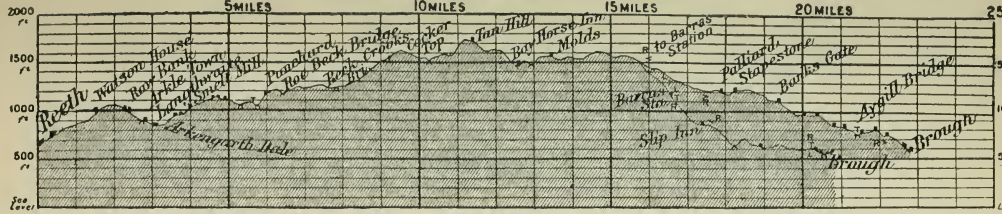
Measurements.

Reeth,* Market Place.			
9	Muker.*		
12¼	3¼	Cathole Inn.*	
21½	12½	9¼	Nateby.*
22¾	13¾	10½	1¼ Kirkby Stephen.*

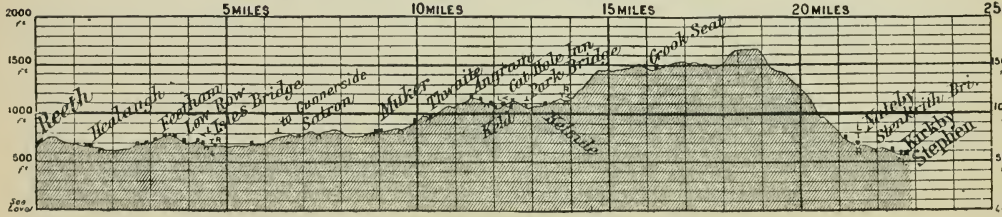
Principal Objects of Interest.—The scenery in the valley for the first part of the journey is rather attractive, but after Kelside it is dreary moorland. Fine view of the Eden valley from the hill above Nateby.

Hotels or Inns at places marked*, and at (Gunnerside), and Thwaite.

Route 58. Reeth to Brough.



Route 59. Reeth to Kirkby Stephen.



60 NORTHALLERTON TO RICHMOND.

Description.—Class III. The road has a good surface throughout, and no bad hills except the short one at Butt Wath Bridge.

Gradients.—At 15m. 1 in 23.

Measurements.

Northallerton,* Cross.						
6¼	Langton.*					
10½	4¼	Scorton.*				
12⅓	5¾	1⅝	Catterick Bridge Station.*			
12⅔	6⅜	2⅓	½	Brompton on Swale.*		
16⅜	9⅜	5⅝	4	3½	Richmond,* Cross.	

Principal Objects of Interest.—Bolton: Jenkins Monument. 14½m. Easby Abbey. RICHMOND: Castle, Museum, &c. Richmond Castle is finely situated.

Hotels or Inns at places marked *, and at Yafforth, and (North Ellerton).

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61 NORTHALLERTON TO HAWES.

Description.—Class III. The road has a good surface between Northallerton and Bedale, but after that, although the surface is very fair in parts, it is not really a good road. There is rather a rough mile between Aikber and Constable Burton. After Leyburn the road is much more hilly and with rather poor surface to Bainbridge, whence the surface is much better to Hawes.

Gradients.—At 7¾m. 1 in 19; 15m. 1 in 15; 18½m. 1 in 20; 20½m. 1 in 13; 22m. 1 in 17; 23½m. 1 in 13. Temple Bank 1 in 12 (dangerous); 26m. 1 in 15; 26¾m. 1 in 13; 31¾m. 1 in 15.

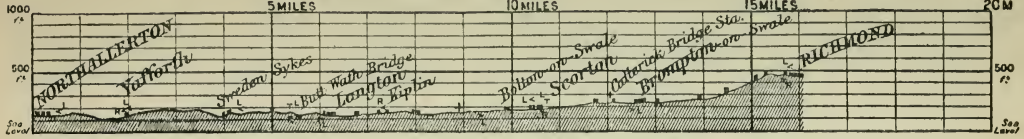
Measurements.

Northallerton,* Cross.							
6⅜	Leeming Bar.*						
8½	1¾	Bedale,* Cross.					
18¾	12⅜	10⅝	Leyburn,* Town Hall.				
26	19⅝	17⅞	7¼	Palmer Flatt Hotel.*			
26⅝	20¼	18½	7⅞	⅝	Aysgarth.*		
31⅜	25	23¼	12⅝	5⅜	4¾	Bainbridge,* P.O.	
35⅜	29	27¼	16⅝	9⅜	8¾	4	Hawes,* Market House.

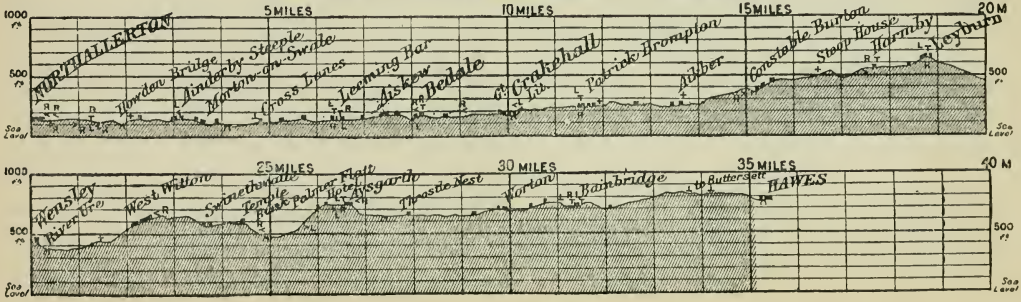
Principal Objects of Interest.—An interesting route. BEDALE: Church, Snape Castle. Leyburn: "Leyburn Shawl." Wensley: Church, Bolton Castle. Aysgarth: Falls. Hawes: Buttertubs Pass, Hardrow Force.

Hotels or Inns at places marked *, and at Ainderby, Morton, Crakehall, Hawnby, Wensley, and West Witton.

Route 60. Northallerton to Richmond.



Route 61. Northallerton to Hawes.



62 THIRSK TO MASHAM.

Description.—Class II. Good surface throughout.

Gradients.—At 12½m. 1 in 24; 14m. 1 in 13 (dangerous).

Milestones.—At first, measured from Boroughbridge Bridge, afterwards from Masham, Cross.

Measurements.

Thirsk,* Cross.		
7		Sinderby Lane End.*
14⅞	7⅞	Masham.*

Principal Objects of Interest.—Flat country. Masham: Church, Hackfall.

Hotels or Inns at places marked *, and at Thirsk Station, Carlton Miniott, and Busby Stoop.

63 THIRSK TO PATELEY BRIDGE.

Description.—Class II. & III. Fine surface between Thirsk and Ripon, but after Studley it is a poor road.

Gradients.—At 10½m. 1 in 23; 13m. 1 in 18; 14¾m. 1 in 17; 16m. 1 in 13 and 1 in 10; 17m. 1 in 17-13; 17½m. 1 in 16; 18¾m. 1 in 19; 19¾m. 1 in 12; 20m. 1 in 10; 21m. 1 in 20; 21½m. 1 in 11; 23¾m. 1 in 12. These last are dangerous.

Milestones.—After Ripon, measured from Ripon, Cross.

Measurements.

Thirsk,* Cross.		
7¼		Baldersby Gate.
11½	4¼	Ripon,* Cross.
23	15¾	11½ Pateley Bridge.*

Principal Objects of Interest.—RIPON: Cathedral. 14½m., Studley Royal, and Fountains Abbey. Pateley Bridge: Raven's Gill, Goyden Pot, Brimham Rocks, &c.

Hotels or Inns at places marked *, and at Carlton, Busby Stoop, (Baldersby), and Risplith.

64 THIRSK TO HELMSLEY.

Description.—Class III. A fairly good road to the foot of the rough and precipitous Sutton Bank; thereafter tolerable surface, but improving near Helmsley.

Gradients.—Sutton Bank 1 in 8 (very dangerous); 9m. 1 in 16; 9½m. 1 in 9; 11m. 1 in 8; 12½m. 1 in 12 (all dangerous).

Measurements.

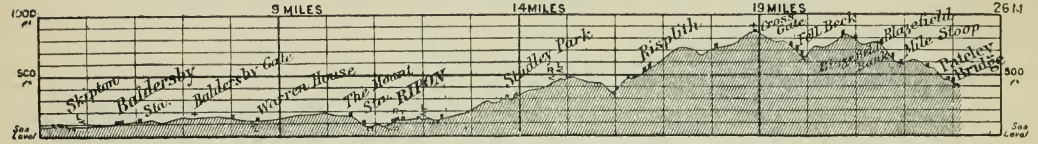
Thirsk,* Cross.		
6½		Hambledon Hotel.*
(11¼	4¾	Rievaulx.)
13⅜	6⅞	3 Helmsley,* Market Place.

Principal Objects of Interest.—Fine view from the summit. Rievaulx: Abbey. Helmsley: Castle.

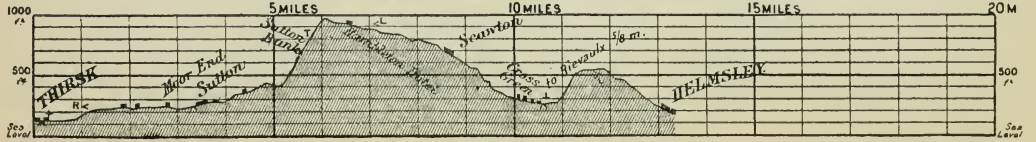
Hotels or Inns at places marked *, and at Scawton

Route 62. Thirsk to Masham.

Route 63. Thirsk to Pateley Bridge. *(First 4m. as Route 62.)*



Route 64. Thirsk to Helmsley.



65 Ripon to Leyburn.

Description.—Class III. The surface is only moderate, and there are a number of short hills of varying gradient. There are several good stretches as far as East Witton, but after that the surface is rather poor.

Gradients.—At 6¼m. 1 in 15; 13⅞m. 1 in 13; 14¾m. 1 in 10; 18½m. 1 in 14. To Leyburn 1 in 12.

Measurements.

Ripon,* Cross.			
9¾	Masham,* Cross.		
18¼	8⅝	Middleham,* Cross.	
21⅛	11¾	2⅞	Wensley; or,
20½	11⅛	2¼	Leyburn,* Town Hall.

Principal Objects of Interest.—1½m., Bishop's Palace. Tanfield: Marmion Castle. Masham: Church, Hackfall. 14¼m., Jervaulx Abbey. Middleham: Castle, Coverham Abbey. Leyburn: "Leyburn Shawl." Wensley: Church.

Hotels or Inns at places marked *, and at West Tanfield, East Witton, and Cover Bridge.

66 Boroughbridge to Barnard Castle.

Description.—Class I. This is one of the best stretches of road in the district. Magnificent surface and a dead level road all the way to Catterick Bridge; after which it has an ordinary surface to Greta; thereafter to Barnard Castle is only fair, with several short hills. From Greta to Bowes is fairly good, but rather steep.

Gradients.—At 32¼m. 1 in 20; 34m. 1 in 20. To Bowes at 35m. 1 in 14.

Milestones.—Measured from Boroughbridge Bridge as far as Scotch Corner; thereafter from Scotch Corner.

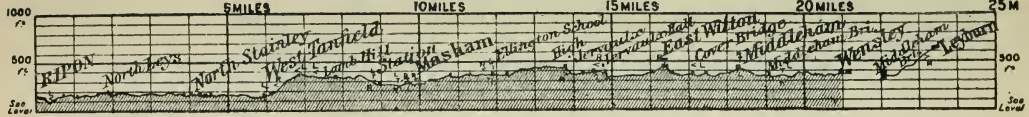
Measurements.

Boroughbridge.*						
6⅝	Baldersby Gate. (To Ripon Route 63.)					
9⅞	3¼	Sinderby Lane End.* (To Masham Route 62.)				
16⅛	9⅝	6⅜	Leeming Bar.* (To Bedale Route 61).			
23⅝	17	13¾	7⅜	Catterick Bridge Station.* (Route 60.)		
27⅛	20½	17¼	10⅞	3½	Scotch Corner.* (Route 46.)	
36¾	30⅛	26⅞	20½	13⅛	9⅜	Greta Bridge Hotel.*
40	33¾	30⅛	23¾	16⅜	12⅞	3¼ Barnard Castle,* Cross.
42⅜	35¾	32½	26⅛	18¾	15¼	5⅝ Bowes,* P.O.

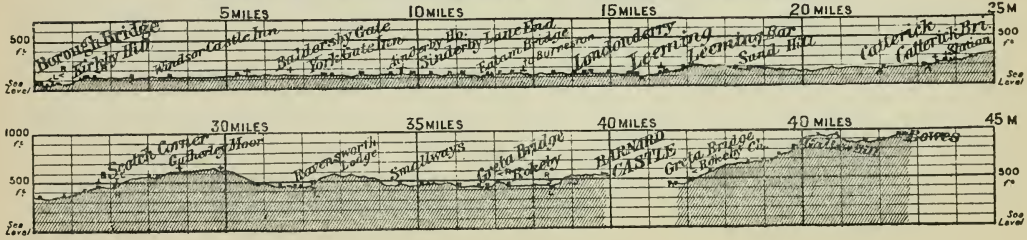
Principal Objects of Interest.—A somewhat monotonous road until near the pretty Greta Bridge. Barnard Cas.: Castle, Bowes Museum, Egglestone Abbey, Rokeby, &c. Bowes: Dotheboys Hall.

Hotels or Inns at places marked *, and at Londonderry, Leeming, Catterick, and Smallway.

Route 65. Ripon to Leyburn, &c.



Route 66. Boroughbridge to Barnard Castle, &c.



67 WHITBY TO SALTBURN.

Description.—Class III. Taken as a whole this is a bad road on account of the almost precipitous hills. The surface is tolerable, but apt to be soft, as far as Sandsend; thereafter the road is pretty rough, but with several good stretches, notably near Hinderwell and Brotton.

Gradients.—Nearly all very dangerous. At 1¼m. 1/13; 1½m. 1/9; 2¼m. 1/10; 3½m. 1/7-12-10; 5m. 1/15; 7½m. 1/10; 10¾m. & 11m. 1/7; 12m. 1/8; 12¼m. 1/10; 13¾m. 1/16; 14½m. 1/9; 15½m. 1/9; 16m. 1/12; 17m. 1/12; 18m. 1/9; 19m. 1/9; 19½m. 1/10. Dangerous turns at 16m., 17m., and 19½m.

Measurements.

Whitby,* Bridge.				
3⅛	Sandsend.*			
9⅜	6¼	Hinderwell,* P.O.		
(11⅛	8	1¾	Staithes.*)	
14⅝	11½	5¼	...	Loftus,* Town Hall.
19¾	16⅝	10⅜	...	5⅛ Saltburn,* Zetland Hotel.

Principal Objects of Interest.—Sandsend: Mulgrave Castle and woods. Magnificent cliff scenery at Staithes and other places on the coast. The road also dips down into some charmingly wooded valleys.

Hotels or Inns at places marked *, and at Lythe, Ellerby, Brotton, Easington, (Runswick), and Skinningrove.

68 WHITBY TO MALTON.

Description.—Class II. The road has a good surface as far as Sleights, but after that it is rough for nearly ten miles—plenty loose stones—after which the surface improves. Between Pickering and Malton it is a magnificent level road.

Gradients.—At 1¾m. 1 in 12; 3¾m. 1 in 10; 4½m. 1 in 17-14-9-7; 8m. 1 in 14; 8¾m. 1 in 17-15; 9½m. 1 in 15; 10½m. 1 in 12-15; 12¾m. 1 in 8 (dangerous turn); 13½m. 1 in 20; 14½m. 1 in 12; 15m. 1 in 14; 17m. 1 in 14-21-18. Mostly dangerous.

Milestones.—Measured from Whitby,—tolerably correct to Pickering; thereafter from Malton Bridge.

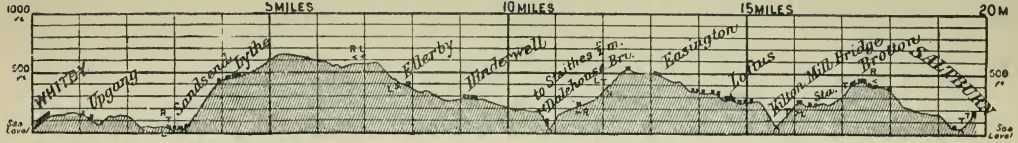
Measurements.

Whitby,* Bridge.			
12⅝	Saltersgate Inn.*		
20⅞	8¼	Pickering.*	
29¼	21⅝	8⅜	Malton,* Cross.

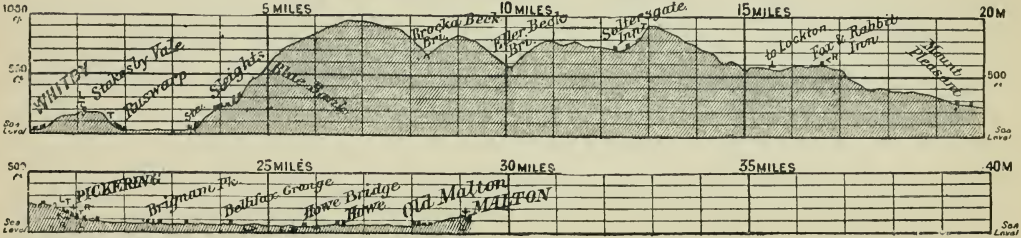
Principal Objects of Interest.—Pretty scenery as far as Sleights. 6¾m. Silhoe Cross, (Goathland and Falling Foss 2m. to west). Moorland road. Pickering: Castle, Church. Old Malton: Church.

Hotels or Inns where marked *; at Ruswarp, and Sleights.

Route 67. Whitby to Saltburn.



Route 68. Whitby to Malton.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

69 SCARBOROUGH TO WHITBY.

Description.—Class III. The road has a good surface to Cloughton, but beyond that, until near Hawsker, the gradients are very trying, while the surface is soft. Good road thereafter. There is a better road to Cloughton by Scalby, ¾m. longer. Whitby to Robin Hood's Bay,* 6⅜m.

Gradients.—At ¾m. 1 in 12; 2¼m. 1 in 13; 5½m. 1 in 13-9-13; 6¾ and 9¾m. 1 in 11; 10m. 1 in 14; 11m. 1 in 11; 13¼m. 1 in 14; 16m. 1 in 13; 19¾m. 1 in 12 (all dangerous).

Measurements.

Scarborough,* Site of Bar.				
4⅞	Cloughton.*			
8⅜	3½	Falcon Inn.*		
16⅝	11¾	8¼	High Hawsker.	
20⅜	15½	12	3¾	Whitby,* Bridge.

Principal Objects of Interest.—Cloughton: Hayburn Wyke. Whitby: Abbey. Charming district round Whitby.

Hotels or Inns at places marked *, and Flask.

70 SCARBOROUGH TO DRIFFIELD.

Description.—Class II. Cross the Valley Bridge. This is the best road to Driffield. It is mostly in good condition. but several short stretches are somewhat rough.

Gradients.—At ¾m. 1/15; 3m. 1/20; 8¾m. and 10m. 1/10 (dangerous); 12m. 1/21; 21m. 1/19.

Milestones.—Measured from Scarborough Old Town Hall.

Measurements.

Scarborough,* Bar.			
9½	Hunmanby,* Cross.		
18¼	8¾	Kilham,* Church.	
24⅞	15⅜	6⅝	Driffield,* Market Place.

Principal Objects of Interest.—Hunmanby: Castle, Hall. Driffield: Church, Museum, Kirkburn Church.

Hotels or Inns where marked *; Ruston, and N. Burton.

71 SCARBOROUGH TO DRIFFIELD.

Description.—Class III. A very good road to Staxton, then very rough and hilly till near Driffield. This Route to Spital House, with No. 74, is the easiest road to Malton.

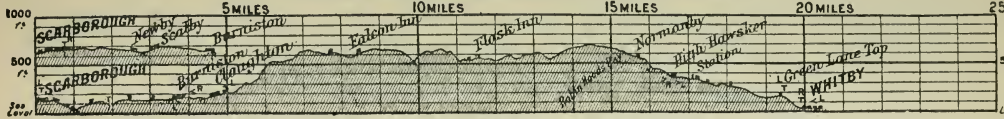
Gradients.—The principal are 8¼m. 1 in 7 (very dangerous); 13m. 1 in 14; 15¼m. 1 in 11; 16½m. 1 in 9 (dangerous).

Measurements.

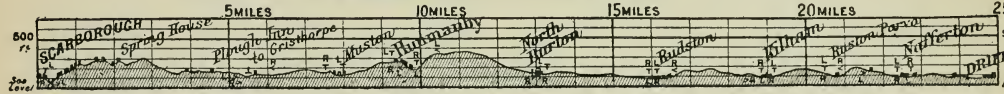
Scarborough,* Bar.			
7⅛	Spital House. (To Malton Route 74.)		
15⅝	8½	Langtoft.*	
21¾	14⅜	6⅛	Driffield,* Market Place.

Hotels or Inns at places marked *, and at Staxton.

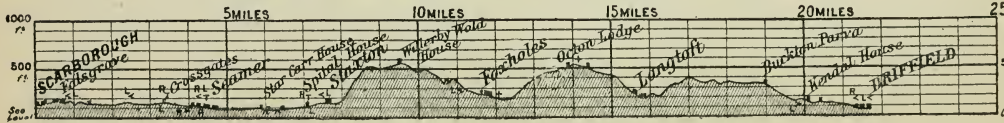
Route 69. Scarborough to Whitby.



Route 70. Scarborough to Driffield. *(By Hunmanby.)*



Route 71. Scarborough to Driffield. *(By Foxholes.)*



72 SCARBOROUGH TO BRIDLINGTON.

Description.—Class III. The surface is fairly good throughout, but some of the hills are stiff. Going through Hunmanby adds 1½m. For Filey (7⅝m.) keep to left at 6⅜m.

Gradients.—½m.1/15; 3m.1/20; 11m.1/15 11¾ & 15½m.1/20.

Milestones.—Measured from Old Town Hall, Scarboro'.

Measurements.

Scarborough,* Site of Bar.
11⅜ Dotterell Inn.*
16⅜ 5 Bridlington,* Market Place.
17¾ 6⅜ 1⅜ Bridlington Quay.*

Principal Objects of Interest.—1½m., Oliver's Mount. 5½m., Gristhorpe Bay. BRIDLINGTON: see Route 83.

Hotels or Inns where marked *; Plough, and Hunmanby.

73 SCARBOROUGH TO HELMSLEY.

Description.—Class II. & III. The road is very steep at first, but the surface is good as far as Snainton, thereafter it is fairly good but undulating.

Gradients.—At 1¾m. 1 in 14; 3m. 1 in 15-27; 10½m. 1 in 12; 14¾m. 1 in 22; 21m. 1 in 17; 25m. 1 in 21.

Measurements.

Scarborough,* Site of Bar.
9⅜ Snainton,* P.O.
17½ 8⅛ Pickering.*
25¼ 15⅞ 7¾ Kirkby Moorside,* Market Place.
31⅜ 22 13⅞ 6⅛ Helmsley,* Market Place.

Principal Objects of Interest.—4⅝m., Forge Valley. Ayton: Castle. PICKERING: Church, Castle. Kirkby Moorside: Lastingham Church to N. 26¾m. Kirkdale Church and Cavern. Helmsley: Castle, Rievaulx Abbey.

Hotels or Inns at places marked *, and at West Ayton, Wykeham, Brompton, Thornton Dale, and Wrelton.

74 MALTON TO FLAMBOROUGH.

Description.—Class III. Level road and fairly good surface to Flixton, then rather poor.

Gradients.—19m.1/10-12, dangerous; 21m.1/19; 27¾m.1/21.

Milestones.—Measured from Hunmanby Cross.

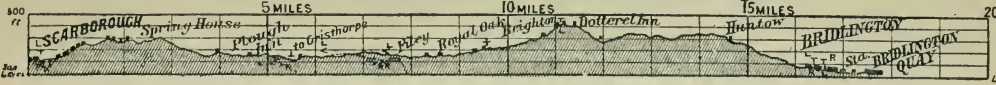
Measurements.

Malton,* Cross.
11⅞ Sherburn.*
16⅜ 4½ Spital House, (For Scarboro', Route 71).
21⅜ 9½ 5 Hunmanby,* Cross.
24¼ 12⅜ 7⅞ 2⅞ Dotterell Inn.*
31¼ 19⅜ 14⅞ 9⅞ 7 Flamborough.*

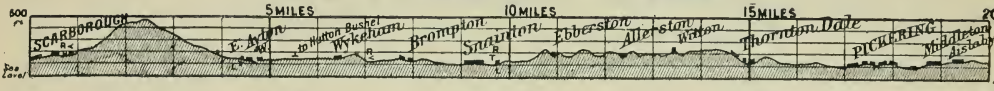
Principal Objects of Interest.—Hunmanby: Castle, Hall. Fine cliff scenery at Flamborough Head.

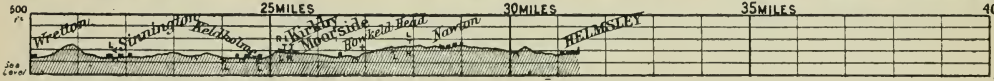
Hotels or Inns where marked *; Rillington, & Staxton.

Route 72. Scarborough to Bridlington Quay.



Route 73. Scarborough to Helmsley.





Route 74. Malton to Flamborough.

75 MALTON TO DRIFFIELD.

Description.—Class III. A very hilly, poor road, with bad surface to Sledmere; thereafter rather better.

Gradients.—At 2m. 1 in 15; 2½m. 1 in 16; 3¼m. 1 in 24; 5m. 1 in 10; 5½m. 1 in 10-15: 6½m. 1 in 23; 8¼m. 1 in 13-16; 10½m. 1 in 16; 14½m. 1 in 25. Several are dangerous.

Measurements.

Malton,* Cross.		
11⅝		Sledmere,* P.O.
19½	7½	Driffield,* Market Place.

Principal Objects of Interest.—Sledmere: Park. 13m., Sledmere Stoop. DRIFFIELD: Church, Museum.

Hotels or Inns at places marked*, and at North Grimston, Garton, and Little Driffield.

76 BEVERLEY TO BRIDLINGTON.

Description.—Class III. A perfectly level road the whole way, but with poor surface.

Milestones.—Measured from Bridlington, by Barmston.

Measurements.

Beverley,* Cross.		
8⅝		Brandsburton.*
24½	15⅞	Bridlington Quay.*

Principal Objects of Interest.—Flat, uninteresting country. BRIDLINGTON QUAY: Spa and Promenade, Priory Ch.

Hotels or Inns at places marked*, Leven, and Beeford.

77 HULL TO DRIFFIELD.

Description.—Class I. & II. For the first few miles out of Hull the road is lumpy owing to heavy traffic; it is then a fine road to Beverley; thereafter the road has a very fine surface all the way to Driffield.

Milestones.—Measured from Wilberforce Monument, Hull.

Measurements.

Hull,* Wilberforce Monument.		
8¾		Beverley,* Cross.
22	13¼	Driffield,* Market Place.

Principal Objects of Interest.—BEVERLEY: Minster, St. Mary's Church, North Bar. DRIFFIELD: Church, Museum.

Hotels or Inns at places marked *, and at Dunswell, Woodmansey, Leckonfield, Scorborough, and Cranswick.

78 HULL TO KILNSEA.

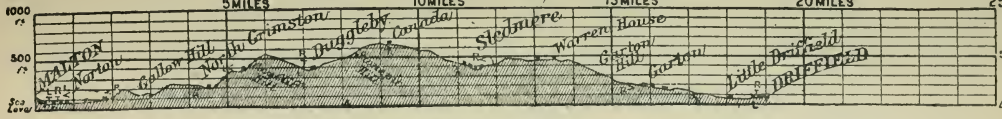
Description.—Class II. & III. A fair road to Hedon; thereafter rather poor, and beyond Patrington pretty rough.

Measurements.

Hull,* Wilberforce Monument.			
6½			Hedon.*
16	9⅞		Patrington,* Market Place.
24⅞	18¾	8⅞	Kilnsea.*

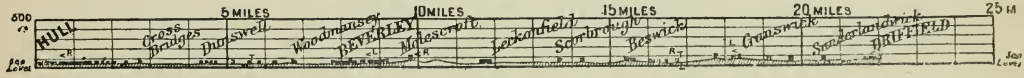
[over.

Route 75. Malton to Driffield.

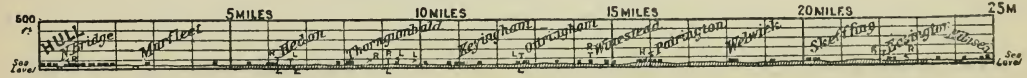


Route 76. Beverley to Bridlington.

Route 77. Hull to Driffield.



Route 78. Hull to Kilnsea.



Milestones.—Measured from Hull, North Bridge.

Principal Objects of Interest.—Hedon: Church. Patrington: Church. Flat uninteresting country.

Hotels or Inns at places marked *, and at Thorngumbald, Keyingham, and Ottringham.

79 HULL TO HORNSEA.

Description.—Class III. The road has a moderate surface throughout, and no hills worth speaking of.

Milestones.—Measured from Witham, Hull.

Measurements.

Hull,* Wilberforce Monument.		
7⅝	Sproatley.*	
12⅛	5½	Aldbrough.*
18¾	11⅛	6⅝ Hornsea.*

Principal Objects of Interest.—Sproatley: Burton Constable Hall. Hornsea: Mere.

80 HULL TO SELBY.

Description.—Class II. With the exception of a few patches between Howden and Selby, this is a good road throughout.

Gradients.—At 5m. 1/20; 9 and 9½m. 1/17; 13m. 1/20.

Milestones.—Measured from Cogan St., Hull,—irregular.

Measurements.

Hull,* Wilberforce Monument.			
4⅜	Hessle.*		
13¼	8⅞	South Cave,* Market House.	
15⅞	11½	2⅝	North Cave,* P.O.
26	21⅝	12¾	10⅛ Howden,* Town Hall.
36¾	32⅜	23½	20⅞ 10¾ Selby,* Cross.

Principal Objects of Interest.—HOWDEN: Church, Palace. 29m., to Wressle Castle. Hemingbrough: Church. SELBY: Abbey Church.

Hotels or Inns at places marked *, and at Welton, Elloughton, Newport, Gilberdyke, Loftsome Bridge, and Hemingbrough.

81 HULL TO NORTH CAVE, &c.

Description.—Class III. A fairly good road, but hilly. The branch to South Cave is rather better.

Gradients.—At 6¾m. 1 in 22; 7m. 1 in 20; 10¾m. & 11¼m. 1 in 17; 11¾m. 1 in 9-15 (dangerous). To South Cave 1 in 13.

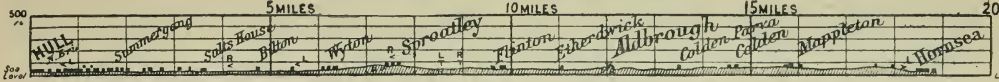
Milestones.—Measured from Market Place, Hull.

Measurements.

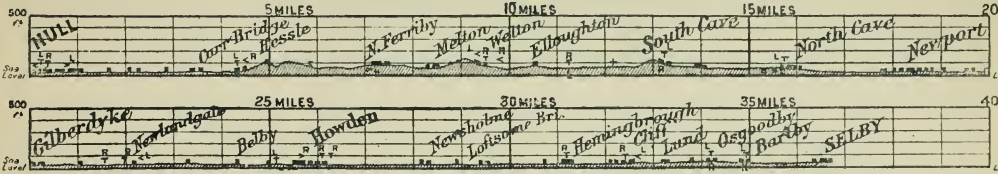
Hull,* Wilberforce Monument.	
14⅛	North Cave,* P.O.
12¼	South Cave,* Market House.

Hotels or Inns at places marked*, and at Anlaby and Riplingham.

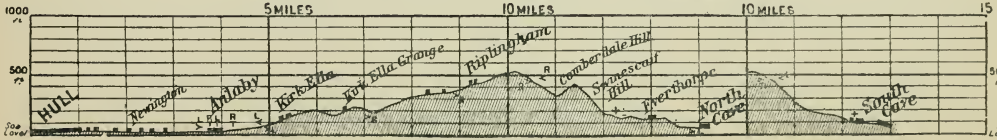
Route 79. Hull to Hornsea.



Route 80. Hull to Selby.



Route 81. Hull to North Cave, &c.



82 York to Scarborough.

Description.—Class I. This road has generally a fine surface throughout, except on the steep hills, and a short section near Rillington. From Malton to Scarborough, by Routes 74 and 71, is more level, and only 1½m. further.

Gradients.—Whitwell Hill 1/15-12 (dangerous); 13¼m. 1/17; 15¾m.1/15; 32m.1/27-15; Stepney Hill 1/14, dangerous.

Milestones.—Measured from Monk Bar, York.

Measurements.

York,* St. Michael's Church.
10¾ Barton Hill.*
18 7¼ Malton,* Cross.
27½ 16¾ 9½ Yedingham.*
32½ 21⅜ 14⅛ 4⅝ Brompton.*
40 29¼ 22 12½ 7⅞ Scarborough,* Site of Bar.

Principal Objects of Interest.—½m., Monk Bar. Whitwell: Kirkham Abbey. 14½m., Castle Howard to N. Malton: Old Malton Church. Ayton: Castle. 35½m., Forge Valley. SCARBOROUGH: Castle, Spa, Oliver's Mount, &c.

Hotels or Inns at places marked *, and at Windmill Inn, Lobster House Inn, Whitwell, Welburn, Rillington, Snainton, Wykeham, and West Ayton.

83 York to Bridlington, &c.

Description.—Class II. The road is a little rough at first, but after Grimston has a fine surface as far as Garrowby, whence it is rather poor till nearing Wetwang. Beyond that the road is good, with slight undulations all the way to Bridlington. To Flamborough is a fairly good road.

Gradients.—At 13½m. 1/14-8-10 (dangerous); 14½m. 1/25.

Milestones.—Measured from Ouse Bridge, York; after Garrowby, from Driffield Church; beyond Driffield, from Bridlington, Market.

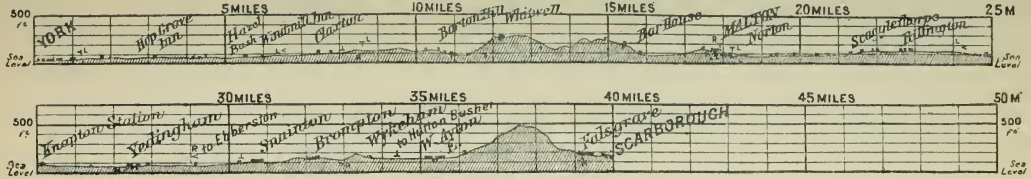
Measurements.

York,* St. Michael's Church.
8 Stamford Bridge.*
18¾ 10¾ Fridaythorpe.*
28¾ 20¾ 10 Driffield,* Market Place.
40⅝ 32⅝ 21⅞ 11⅞ Bridlington,* Market.
44¾ 36¾ 26 16 4⅛ Flamborough.*

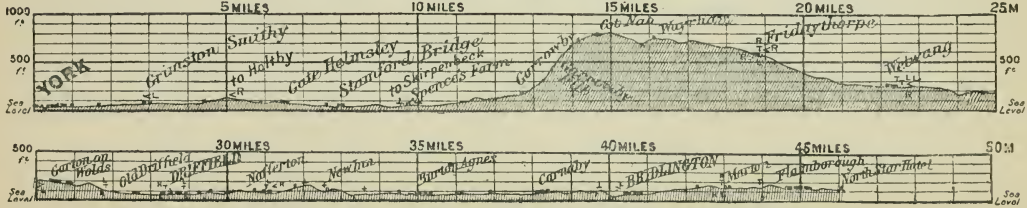
Principal Objects of Interest.—⅝m., Walmgate Bar. 8m., Stamford Bridge, Battlefield, 1066. DRIFFIELD: Church. BRIDLINGTON: Priory Church, Promenade at Bridlington Quay. Flamborough Head.

Hotels or Inns at places marked *, and at Grimston, Gate Helmsley, Wetwang, Garton, Nafferton, & Burton Agnes.

Route 82. York to Scarborough.



Route 83. York to Bridlington.



84 YORK TO HULL.

Description.—Class I. The road is somewhat rough at first, but after Grimston has a fine surface to Market Weighton; thereafter the road is a little rough near Arras, after which it has good surface till near Hull.

Gradients.—At 20¼m. 1/17-20; 23½m. 1/24; 28½m. 1/25.

Milestones.—Measured from Ouse Bridge, York; after Beverley, from Wilberforce Monument, Hull.

Measurements.

York,* St. Michael's Church.						
11½	Barmby Moor.*					
(13¼	1¾	Pocklington.*)				
19¼	7¾	6⅝	Market Weighton,* Market Place.			
29½	18	16⅞	10¼	Beverley,* Cross.		
38¼	26¾	25⅝	19	8¾	Hull,* Wilberforce Monument.	

Principal Objects of Interest.—⅝m., Walmgate Bar. 17m., to Londesborough Hall. BEVERLEY: Minster, St. Mary's Church, North Bar. HULL: Wilberforce Monument, Holy Trinity Church, Museum.

Hotels or Inns at places marked*, and at Grimston, Kexby Bridge, Wilberfoss, Canal Head, Hayton, and Shipton.

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85 YORK TO DONCASTER.

Description.—Class II. Only a fairly good road to Selby; thereafter the surface is much better and almost dead level.

Milestones.—After Selby, measured from Doncaster Br.

Measurements.

York,* St. Michael's Church.				
14¼	Selby,* Cross.			
20¾	6½	Hut Green. (Route 130.)		
27¼	13	6½	Askern.*	
34⅛	19⅞	13⅜	6⅞	Doncaster,* Town Clock.

Principal Objects of Interest.—SELBY: Abbey Church. Askern: Spa. DONCASTER: St. Georges' Ch., Race Course.

Hotels or Inns at places marked *, and at Fulford, Burn, Chapel Haddesley, and Whitley.

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86 SELBY TO THORNE.

Description.—Class III. A fairly good road on the whole, though somewhat loose at one or two points.

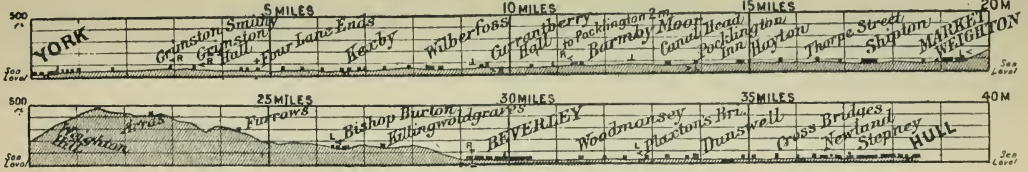
Milestones.—Measured from Bawtry.

Measurements.

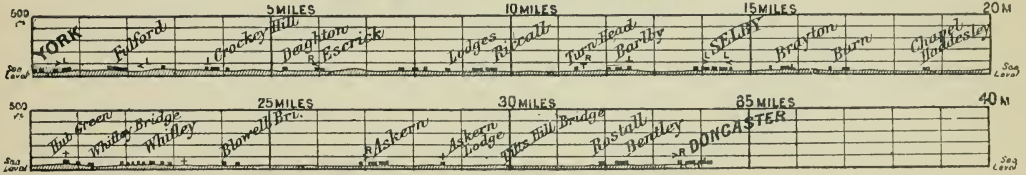
Selby,* Cross.		
7⅜	Snaith,* Market Place.	
14⅞	7½	Thorne,* Market Place.

Hotels or Inns at places marked*, and at Camblesforth, Carlton, and New Bridge.

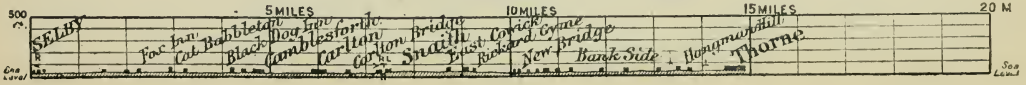
Route 84. York to Hull.



Route 85. York to Doncaster.



Route 86. Selby to Thorne.



87 YORK TO BRADFORD.

Description.—Class III. As far as Tadcaster the road is very lumpy on account of heavy traffic, but beyond that, excepting the paving at York, Leeds, Armley, and Bradford, it is a fine road right on to Bradford.

Gradients.—At 11m. 1 in 22; 19¼m. 1 in 24; 32m. 1 in 22.

Milestones.—Measured from Ouse Bridge, York, to Tadcaster; thereafter from Briggate, Leeds.

Measurements.

York,* St. Michael's Church.			
9½	Tadcaster.*		
23¾	14¼	Leeds,* Briggate.	
33	23½	9¼	Bradford,* Town Hall.

Principal Objects of Interest.—⅜m., Micklegate Bar. 1½m., Tyburn. 13m., Hazelwood Hall. 14m., Bramham Park. LEEDS: Town Hall, Municipal Buildings, Free Library. BRADFORD: Tn. Hall, Free Library, Lister Park.

Hotels or Inns at places marked *, and at Dringhouses, Street Houses, Kiddal Lane End, Seacroft, Armley, Bramley, Stanningley, and Thornbury.

88 YORK TO OTLEY.

Description.—Class II. As above to Tadcaster; thereafter it is a fairly good road to Collingham, then rather poorer until past Harewood, when the surface improves greatly, and is smooth all the way to Otley.

Gradients.—At 7½m. 1/20; 11½m. 1/14-13-19 (dangerous).

Milestones.—Measured from Tadcaster.

Measurements.

York,* St. Michael's Church.					
9½	Tadcaster.*				
16¼	6¾	Collingham.* (Routes 89 & 118.)			
20⅜	10⅞	4½	Harewood.*		
25¾	16½	9½	5⅜	Pool.*	
29	19½	12¾	8⅝	3¼	Otley,* Market.

Principal Objects of Interest.—As above to Tadcaster. Boston Spa: Spa. Harewood: Harewood House and Cas. Beautiful scenery in Wharfedale.

Hotels or Inns at places marked *, and at Boston Spa.

89 YORK TO WETHERBY, &c.

Description.—Class II. A fairly good road.

Gradients.—At 12½m. 1 in 17.

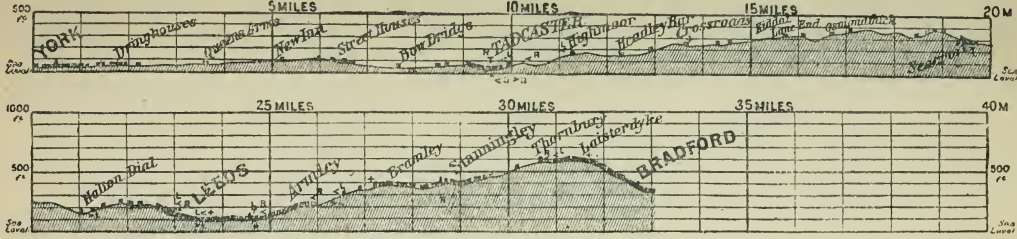
Measurements.

York,* St. Michael's Church.		
13⅞	Wetherby.*	
15⅞	2	Collingham.*

Principal Objects of Interest.—⅜m., Micklegate Bar. 7¼m., Marston Moor to N., Battlefield, 1644.

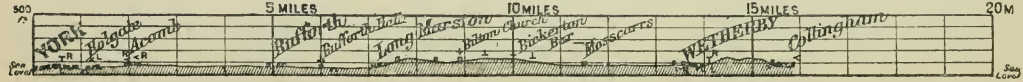
Hotels or Inns at places marked *. and at Long Marston.

Route 87. York to Bradford.



Route 88. York to Otley. *(As above to Tadcaster.)*

Route 89. York to Wetherby, &c.



90 York to Pateley Bridge.

Description.—Class II. & III. As far as Ripley this is a fairly good road, though rough at several points; after that it is not nearly so good, and there are some pretty steep hills.

Gradients.—At 17⅜m. 1 in 19; 24½m. 1 in 12-15; 25½m. 1 in 13-22; 26m. 1 in 24; 27m. 1 in 16; 26¼m. 1 in 18; 28¾m. 1 in 20; 31m. 1 in 20; 32m. 1 in 10; 33m. 1 in 12. Care will be required on several of these hills.

Milestones.—Measured from Sampson Square, York, to Green Hammerton; after which they are from Knaresborough. Beyond that place from the Crown Inn, Knaresborough.

Measurements.

York,* St. Michael's Church.					
10	Green Hammerton.*				
18	8	Knaresborough.*			
(21⅝	11⅝	3⅝	Harrogate,* Cross Roads).		
23	13	5	4	Ripley,* Cross.	
33¼	23¼	15¼	14¼	10¼	Pateley Bridge.*

Principal Objects of Interest.—KNARESBOROUGH: Cas., Church, Dropping Well, Eugene Aram's Cave. Charming scenery. Ripley: Castle, Grounds, Church. Summer Bridge: Brimham Rocks. Patcley Bridge: Beverley Hall, Ravensgill, Eagle Hall. The scenery of the Nidd Valley, up which the road passes, is exceedingly fine.

Hotels or Inns at places marked*, and at Skip Bridge, Flaxby, Burnt Yates, and Summer Bridge.

91 York to Northallerton.

Description. -Class I. After passing Clifton this is a magnificent road the whole way to Northallerton. Paving in Thirsk. If going on to Northallerton, note to turn to the left into Thirsk across the Bridge; keep straight on if going to Yarm.

Milestones,—Measured from York Minster.

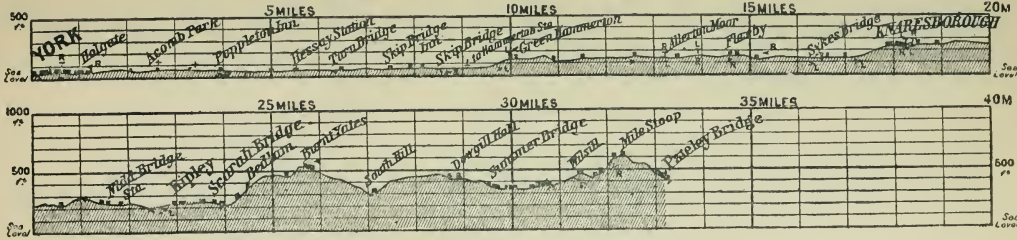
Measurements.

York,* St. Michael's Church.			
5⅝	Shipton.*		
13¼	7⅝	Easingwold.*	
23¾	18⅛	10½	Thirsk,* Cross.
32½	16⅞	19¼	8¾ Northallerton,* Cross.

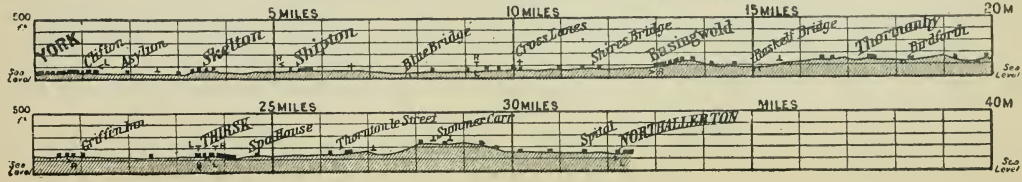
Principal Objects of Interest.—⅝m., Bootham Bar. 1¼m., Mother Shipton's Stone. THIRSK: Church. NORTHALLERTON: Church.

Hotels or Inns at places marked*, and at Skelton, Cross Lanes, Griffin, and Thornton-le-street.

Route 90. York to Pateley Bridge.



Route 91. York to Northallerton.



92 York to Ripon.

Description.—Class II. A fairly good road to Green Hammerton, then somewhat undulating to Boroughbridge; thereafter fine surface to Ripon.

Gradients.—At 16½m. 1 in 20; 17m. 1 in 20; 18½m. 1 in 22.

Milestones.—Measured from Sampson Square, York; after Boroughbridge, from New Bridge, Ripon.

Measurements.

York,* St. Michael's Church.			
10	Green Hammerton.*		
17½	7½	Boroughbridge.*	
24¼	14¼	6¾	Ripon,* Town Hall.

Principal Objects of Interest.—Aldborough: Museum. Boroughbridge: Batttlefield, 1321, Devil's Arrows. Ripon: Cathedral, Fountains Abbey.

Hotels or Inns at places marked *, and at Poppleton, Skip Bridge, Little Ouseburn, Kirkby Hill, and Hewick Bridge.

93 York to Helmsley.

Description.—Class II. Although the latter portion of the road is pretty steep it has good surface throughout.

Gradients.—At 14½m. 1 in 19-10; 15¼m. 1 in 20; 16½m. 1 in 16; 17½m. 1 in 17-13; 20¾m. 1 in 13-10 (dangerous); 21¾m. 1 in 15-20; 22¾m. 1 in 13; 23¾m. 1 in 20-18-11.

Milestones.—Measured from Bootham Bar, York,—variable.

Measurements.

York,* St. Michael's Church.			
11	Stillington.*		
18¾	7¾	Gilling.*	
24¼	13¼	5½	Helmsley,* Cross.

Principal Objects of Interest.—⅜m., Bootham Bar. Sutton: Church. Gilling: Castle. 12¼m., Marton Abbey. Helmsley: Castle, Rievaulx Abbey.

Hotels or Inns at places marked*, and at Wiggington, and Oswaldkirk.

94 Harrogate to Ferrybridge.

Description.—Class II. A very fair road to Spofforth, then somewhat rough till near Wetherby, when it becomes good, and is a fine road thereafter.

Gradients.—At 2½m. 1/23; 3½m. 1/18; 7½m. 1/22; 10¼m. 1/22; 13m. 1/13; 15¾m. 1/24-17; 16¾m. 1/18; 18½m. 1/20.

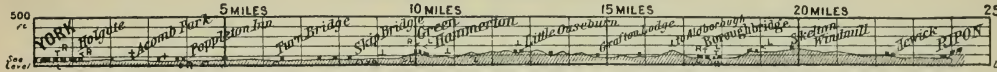
Milestones.—Measured from Ferrybridge.

Measurements.

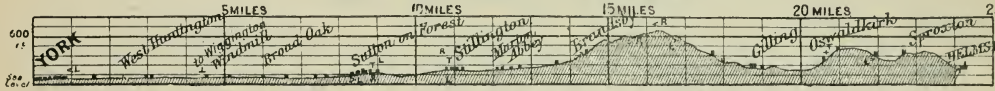
Harrogate,* Cross Roads.			
9	Wetherby.*		
16¾	7¾	Aberford,* P.O.	
25¾	16¼	9¾	Ferrybridge.*

[over.

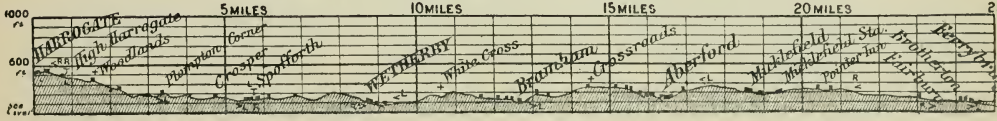
Route 92. York to Ripon.



Route 93. York to Helmsley.



Route 94. Harrogate to Ferrybridge.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.
The directions R (right) and L (left) for the forward journey are above the Road Line those of the reverse, below.

(*Route 94 continued*)

Principal Objects of Interest.—Spofforth: Cas. Bramham: Park. 14m., Battlefield, 1408. Brotherton: Battlefield, 1461. Ferrybridge: Fryston Hall, Church.

Hotels or Inns at places marked *, and at Spofforth, Hungate Nook, and Brotherton.

95 ILKLEY TO AYSGARTH.

Description.—Class III. Main Route.—From Ilkley the road has a very good surface all the way to Buckden, but between Addingham and Linton there are a number of steep and rather dangerous hills. Particular care will need to be taken at the very short steep hill just before Bolton Bridge. Beyond Buckden it is a wretched road over the hill to Bishop Dale, until the foot of Kidstones Bank is reached, when it becomes a fair road to Aysgarth. This is the only proper road to Wensleydale, from the south.

Keighley to Addingham.—Good surface, but very steep.

Gradients.—At 4¾ and 5m. 1 in 13 (dangerous); 7m. 1 in 16; 8m. 1 in 13; 8½m. 1 in 10; 10¼m. 1 in 16; 11½m. 1 in 11-14; 15¼m. 1 in 14; 16½m. 1 in 18; 19½m. 1 in 12; 20¾ and 21½m. 1 in 15; 26m. 1 in 16; 27m. 1 in 10-8 (dangerous turns); 28½m. 1 in 8 (dangerous); 29½m. 1 in 10; 32¼m. 1 in 19; 33m. 1 in 11-20; 33¾m. 1 in 10; 34½ and 35¼m. 1 in 13.

Keighley Branch.—Silsden Bank 1 in 16-15-17; descent between 1 in 22-17.

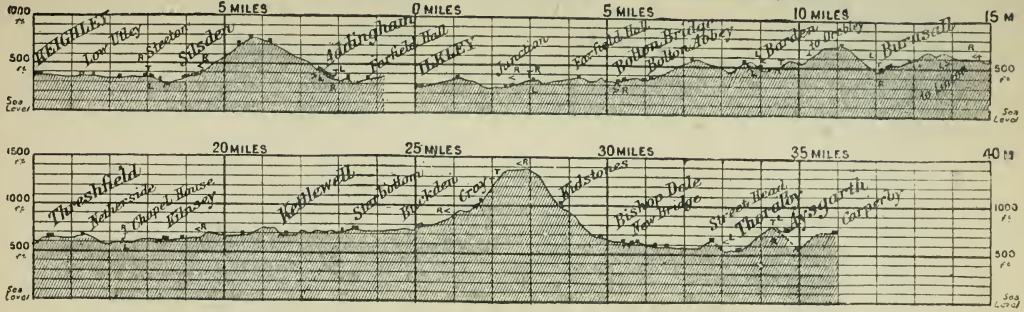
Measurements.

Keighley.*						
...	Ilkley.*					
10¼	5¾	Bolton Bridge,* Hotel.				
19½	14⅝	9¼	Linton,* Guide Post.			
26½	21⅝	16¼	7	Kettlewell.*		
39⅝	34¼	29⅝	20¼	13⅛	Palmer Flatt,* or (Aysgarth).*	
40⅞	36	30⅞	21⅜	14⅜	1¼	Carperby.*

Principal Objects of Interest.—6m., Bolton Abbey, Woods, The Strid, Cavendish Memorial. Barden: Tower. Linton: Falls. 18½m., Kilnsey Crag, Dowka Bottom Cave. Kettlewell: Caves. Buckden: Falls. Aysgarth: Falls, and fine scenery. The whole valley of the Wharfe, from Ilkley to Buckden, abounds in romantic scenery. Fine view of Wharfedale from above Cray.

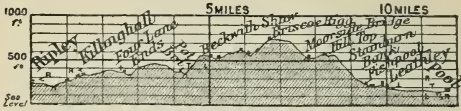
Hotels or Inns at places marked *, and at Steeton, Silsden, Addingham, Burnsall, Kilnsey, Buckden, Street Head, and Thoralby.

Route 95. Keighley and Ilkley to Aysgarth, &c.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn
The directions **R** (right) and **L** (left) for the forward journey are above the Road Line, those of the reverse, below.

96 RIPLEY TO POOL.



Description.—Class III. The first few miles at each end are good, but the rest is very rough and steep.

Gradients.—At 3m.1 in 13; 4m.1 in 17; 4½m.1 in 9 (dangerous turn); 6m.1 in 18; 6½m.1 in 15; 7½m.1 in 12 (dangerous); 8¾m. 1 in 10 (dangerous).

Measurements.

Ripley,* Cross.
5 Beckwith Shaw.*
11¾ 6¾ Pool.*

Principal Objects of Interest.—Moorland road.

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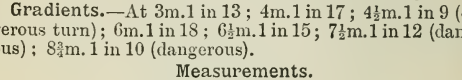
97 KNARESBOROUGH TO WETHERBY.



Description.—Class II. A good road with easy gradients.

Gradients.—At ½m. 1 in 17.

Milestones.—Measured from Knaresborough.

Measurements.

Knaresborough.*
7⅜ Wetherby.*

Principal Objects of Interest.—1m., Eugene Aram's cave. 3½m., Ribston Hall.

Hotels or Inns at places marked *, and at Kirk Deighton.

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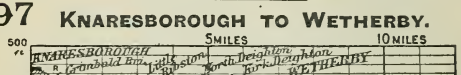
98 OTLEY TO BLUBBERHOUSES.



Description.—Class III. This is a poor road, very steep, and rough in the higher parts.

Gradients.—At 1m.1 in 9 (dangerous); 1¾m.1 in 12; 4¾m. 1 in 8 (dangerous); 6½m. 1 in 13; 7¼m. 1 in 7 (dangerous).

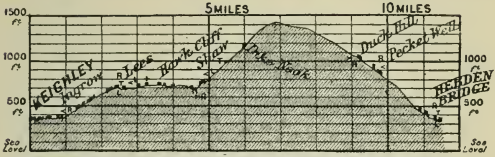
Measurements.

Otley,* Market.
7⅜ Blubberhouses.*

Principal Objects of Interest.—Mostly moorland.

*Hotels or Inns at places marked *.*

KEIGHLEY TO HEBDEN BRIDGE. 99



Description.—Class II. A very lumpy road at first but improving near Shaw; after that it is a very stony road, and rather rough approaching Hebden Bridge.

Gradients.—At 1½m. 1 in 15; 5½m. 1 in 13 (dangerous turn); 6½m. 1 in 15; 9½m. 1 in 17; 10m. 1 in 11-14 (dangerous).

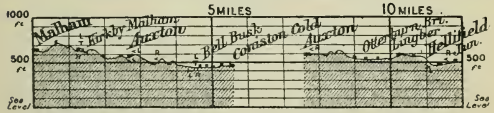
Measurements.

Keighley,* Market Place.
4⅞ Shaw.*
11⅜ 6½ Hebden Bridge.*

Principal Objects of Interest.—Manufacturing district at both ends, dreary moorland between.

Hotels or Inns at places marked*, and at Lees, and Pecket Well.

MALHAM TO CONISTON, &c. 100



Description.—Class III. A fair road, but with numerous short, and very steep hills. From Auxton to Hellifield is rather soft.

Gradients.—At ¾m. 1 in 13, and other steep gradients, but not above 1 in 12.

Measurements.

Malham.*
2⅜ Auxton.
5½ 2⅞ Coniston Cold.*
6⅜ 3¾ Hellifield.*

Principal Objects of Interest.—Malham: Cove and Tarn.

Hotels or Inns at places marked*, and at Bell Busk.

102 SKIPTON TO KNARESBOROUGH.

Description.—Class II. The surface is good as far as Bolton Bridge, but after that it is very rough and steep to Blubberhouses; thereafter the road is a little better, and improves very much near Harrogate.

Gradients.—At ¼m. 1/21; 2¾m. 1/13; 3m. 1/21; 3¾m. 1/15; 6¼m. 1/11 (dangerous); 7½m. 1/15-13; 11¼m. 1/15; 13m. 1/10; (dangerous); 14¼m. 1/18; 14¾m. 1/14; 17½m. 1/20; 19¾m. 1/17; 20¾m. 1/13-15; 24¼m. 1/16; 24¾m. 1/21.

Milestones.—Measured from Market Place, Skipton.

Measurements.

Skipton.*				
5¾	Bolton Bridge,* Hotel.			
12½	6¾	Blubberhouses.*		
(22⅛	16⅜	9⅝	Harrogate,* Crossroads.)	
22	16¼	9½	High Harrogate.*	
25	19¾	12½	3	Knaresborough.*

Principal Objects of Interest.—Bolton Bridge: as Route 95. Pretty scenery at Bolton Bridge, and Blubberhouses. HARROGATE: Spa. KNARESBOROUGH: see Route 90.

Hotels or Inns at places marked *, and Kettlesing Head.

103 SKIPTON TO KENDAL.

Description.—Class II. The road has a fine surface as far as Settle, after that there is a steep hill, but the surface on it is fairly good: it is then a fine road to Ingleton. Thence to Kendal the surface is good, but the road is pretty hilly.

Gradients.—At 6½m. 1/18; 9½m. 1/13; 17¾m. 1/17-14-12 (dangerous); 18½m. 1/13-17; 32½m. 1/20; 33m. 1/17; 37¾m. 1/10 (dangerous); 39¾m. 1/15; 42½m. 1/18.

Milestones.—Measured from Skipton, Town Hall,—tolerably correct; beyond Kirkby Lonsdale, from the Market Place there. Near Kendal, from Kendal Market Place.

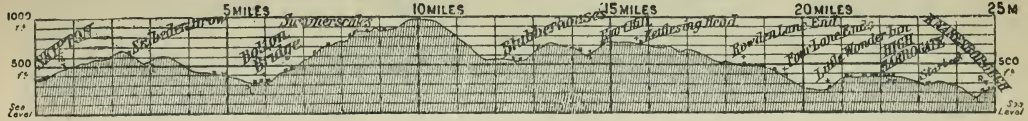
Measurements.

Skipton.*						
6⅜	Coniston Cold,* (for Malham, Route 100.).					
15⅞	9½	Settle,* Town Hall.				
22¼	15⅞	6⅜	Clapham,* Bridge.			
26⅜	20¼	10¾	4⅜	Greet Bridge,* (Ingleton,* ½m.).		
33½	26¾	17¼	10⅞	6½	Kirkby Londsdale,* Market Place.	
46	39⅝	30⅛	23¾	19⅜	12⅞	Kendal.*

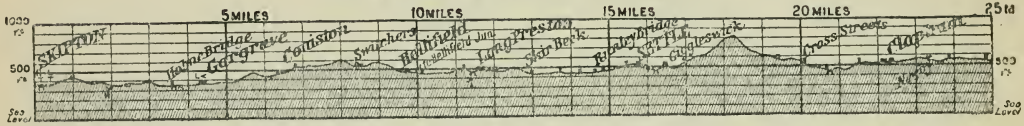
Principal Objects of Interest.—Coniston, for Malham Cove and Tarn. SETTLE: Victoria Cave. Giggleswick: Ebbing and flowing well. Clapham: Ingleborough, and Cave. Ingleton: Falls, Yorda's Cave. Interesting neighbourhood.

Hotels or Inns at places marked *, and at Gargrave, Hellifield, Long Preston, Giggleswick, Cross Street, and Nook.

Route 102. Skipton to Knaresborough.



Route 103. Skipton to Kendal.



104 SKIPTON TO KETTLEWELL.

Description.—Class III. This is a good road throughout as regards surface, but it is pretty hilly. There are numerous steep and slightly dangerous hills.

Gradients.—At ½m. 1 in 13-11-13; 3¼m. 1 in 15; 3½m. 1 in 22; 5¼m. 1 in 11; 5¾m. 1 in 12; 6½m. 1 in 20; 8¾m. 1 in 12; 9¼m. 1 in 12-15; 11m. 1 in 22; 14¼m. 1 in 12.

Measurements.

Skipton.*				
8¾	Linton,* Guide Post.			
9⅝	⅞	Grassington.*		
12⅝	3⅞	3	Coniston.	
15⅞	7⅛	6¼	3¼	Kettlewell.*

Principal Objects of Interest.—Rilstone: Norton Tower. Coniston: Dowkabottom Cave. 12¾m., Kilnsey Crag. Fine scenery in Wharfedale, but rather bleak beyond Coniston.

Hotels or Inns at places marked *, and at Cracoe, Catchall Inn, Linton, and Grassington.

105 BRADFORD TO DONCASTER.

Description.—Class I. This is a rather bumpy road for the first 11 miles, but with some fairly good sections between the numerous townships. Paving in Wakefield. For a few miles out of Wakefield it is not very good, but the remainder is a fine road to Doncaster.

Gradients.—At ¼m. 1 in 16; 4m. 1 in 17; 11¼m. 1 in 22; 17½m. 1 in 23; 23¼m. 1 in 22; 27¼m. 1 in 20.

Milestones.—Measured from Town Hall, Bradford; after Wakefield, from Wakefield Cathedral. Beyond Redhouse, from Doncaster Guildhall.

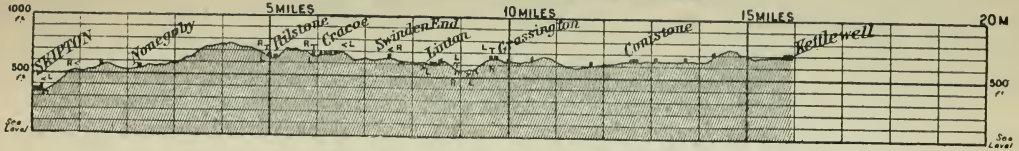
Measurements.

Bradford,* Town Hall.						
6¼	Gildersome Street.*					
10¾	4½	Ardsley.*				
14⅛	7⅞	3⅜	Wakefield,* Cathedral.			
20	13¾	9¼	5⅞	Wragby.*		
27¾	21½	17	13⅝	7¾	Hampole.*	
34⅛	27⅞	23⅜	20	14⅛	6⅜	Doncaster,* Town Clock.

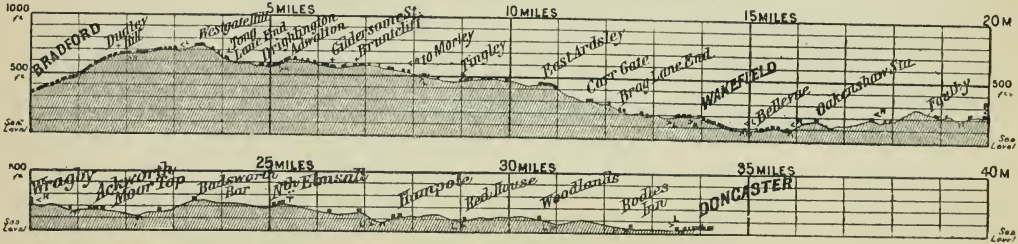
Principal Objects of Interest.—Manufacturing district to Wakefield, then colliery district for some distance. WAKEFIELD: Cathedral, Bridge and Chantry, Battlefield, 1460. 19½m., Nostell Priory. 27m., Little John's Well. DONCASTER: St. Georges' Church, Race course.

Hotels or Inns at places marked *, and at Dudley Hill, Westgate Hill, Tong Lane End, Bruntcliff, Morley, Tingley, East Ardsley, Carr Gate, Ackworth Moor Top, and Bodles Inn.

Route 104. Skipton to Kettlewell.



Route 105. Bradford to Doncaster.



106 BRADFORD TO COLNE.

Description.—Class III. The road has a fairly good surface, but the almost precipitous hills after Wilsden render it very trying. Bad surface near Toller Hill.

Gradients.—At 3½m.1 in 15; 4½m. 1 in 11; 6m. 1 in 8; 9m. 1 in 10; 9½m., 10¼m., 10½m., and 11½m.1 in 11; 13m.1 in 15-8-11; 16m.1 in 9-15. (All dangerous).

Measurements.

Bradford,* Town Hall.			
9⅝	Haworth.*		
13	3⅜	Toller Hill.	
19⅜	9¾	6⅜	Colne.*

Principal Objects of Interest.—Manufacturing district. Haworth: home of the Brontës.

Hotels or Inns where marked*; Flappet Spring, & Stanbury.

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107 BRADFORD TO SKIPTON.

Description.—Class I. As far as Keighley the road is somewhat rough through heavy traffic, and is paved at Bingley and Keighley. Beyond that it is a very fine smooth road with easy grades.

Milestones.—Measured from Bradford Exchange, and from Skipton Bridge.

Measurements.

Bradford,* Town Hall.			
5⅞	Bingley.*		
10¼	4⅜	Keighley,* Market Place.	
19½	13⅜	9¼	Skipton.*

Principal Objects of Interest.—Lister's Mill. 3½m., Saltaire. KEIGHLEY: Devonshire Park. Kildwick: Church. SKIPTON: Castle, Church.

Hotels or Inns at places marked *, and at Shipley, Stock Bridge, Utley, Steeton, Eastburn, and Kildwick.

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108 LEEDS TO SKIPTON.

Description.—Class II. Paved to Kirkstall; after that the surface is good though the hills are fairly stiff.

Gradients.—At 3½m.1 in 17; 4¾m.1 in 15; 6m.1 in 13-17; 7½m.1 in 18-16; 8½m.1 in 22; 10½m.1 in 19.

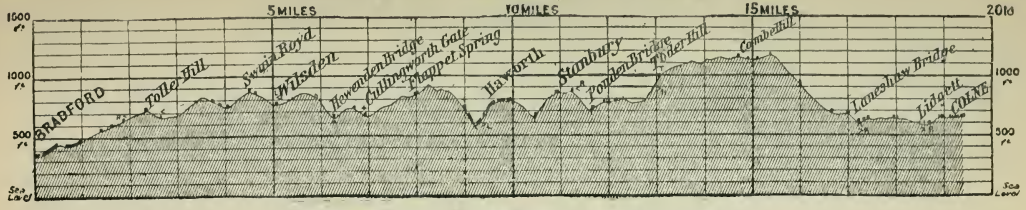
Measurements.

Leeds,* Briggate.			
6¾	Calverley.*		
11⅛	4⅜	Shipley.*	
14¼	7½	3⅛	Bingley.*

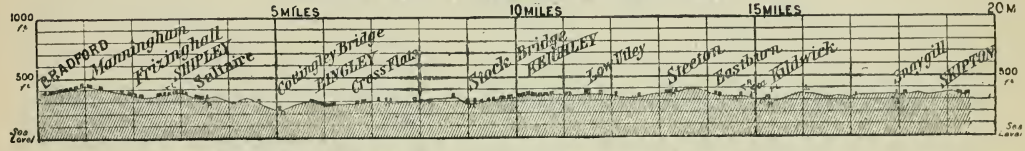
Principal Objects of Interest.—Kirkstall: Abbey ruins. Calverley: Old Hall. 11¾m., Saltaire. Bingley: as above.

Hotels or Inns at places marked *, and at Whitecote, Greengates, and Saltaire.

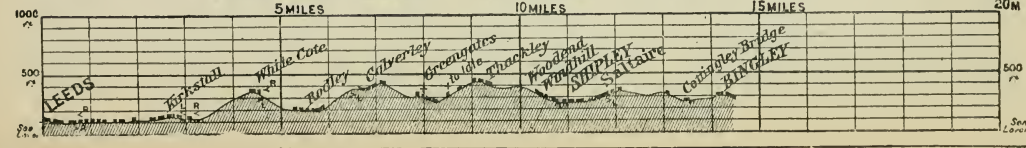
Route 106. Bradford to Colne.



Route 107. Bradford to Skipton.



Route 108. Leeds to Skipton. *(Last 13m. as Route 107.)*



109 Bradford to Boroughbridge.

Description.—Class II. The first four or five miles are rather bumpy, but after White Cross it is a fine road the whole way to Harrogate, with one dangerous hill; thence to Boroughbridge is only fairly good. The more direct road to Pool is very steep.

Gradients.—At 6m. 1 in 20-16-12 (dangerous); 6½m. 1 in 25; 19¾m. 1 in 12 (dangerous); 24m. 1 in 16; 26m. 1 in 19.

Milestones.—Measured from Bradford Exchange, to Otley. After Harrogate, from Boroughbridge.

Measurements.

Bradford,* Town Hall.						
3⅛	Shipley,* Market Place.					
(13⅝	10⅜	Ilkley.* Route 115).				
10⅛	7	Otley.*				
21⅛	18	11	Harrogate,* Crossroads.			
24¾	21⅝	14⅝	3⅝	Knaresborough.*		
31½	28⅜	21⅜	10⅜	7¼	Boroughbridge.*	

Principal Objects of Interest.—1½m., Lister's Mill and Park. Menston: Asylum. HARROGATE: Spa. KNARESBOROUGH: see Route 90. BOROUGHBRIDGE: see Route 92.

Hotels or Inns at places marked*, and at White Cross, Menston, Pool, Pannal, Starbeck, Ferrensby, and Minskip.

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110 Leeds to Market Weighton.

Description.—Class II. A good road throughout, but a little rough just beyond Selby.

Gradients.—At ¾m. 1 in 23; 3m. 1 in 17; 6¼m. 1 in 22.

Milestones.—Measured from Kirkgate, Leeds; irregular after Selby.

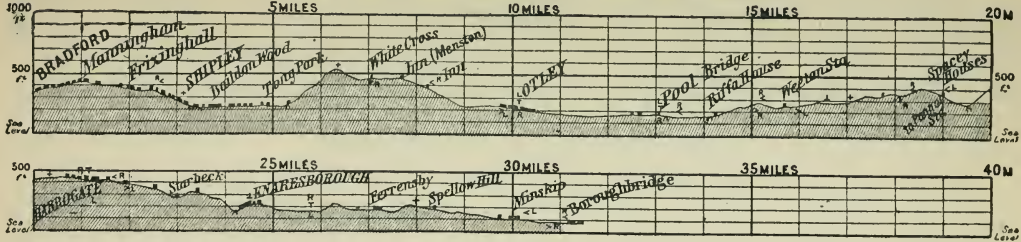
Measurements.

Leeds,* Briggate.							
6⅛	Garforth Bridge.*						
10½	4⅜	Pointer Inn.*					
16⅝	10½	6⅛	Hambleton.				
20¾	14⅝	10¼	4⅛	Selby,* Cross.			
28¾	22⅝	18¼	12⅛	8	Bubwith.*		
35⅛	29	24⅝	18½	14⅜	6⅝	Holme.*	
39¾	33⅝	29¼	23⅛	19	11	4⅝	Market Weighton.*

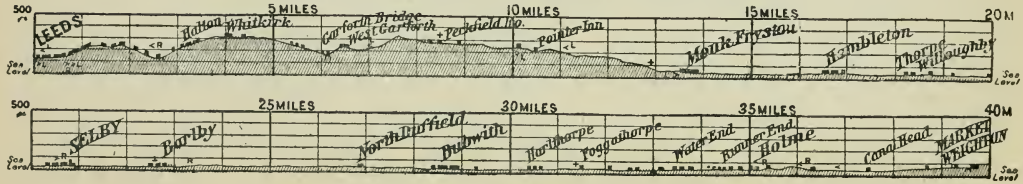
Principal Objects of Interest.—Whitkirk: Church. Selby: Abbey Church.

Hotels or Inns at places marked*, and at Halton, Thorpe Willoughby, North Duffield, and Canal Head.

Route 109. Bradford to Boroughbridge.



Route 110. Leeds to Market Weighton.



111 LEEDS TO DONCASTER.

Description.—Class I. The road is lumpy at first owing to heavy traffic, but after Oulton has a good surface all the way to Doncaster. The surface is specially good between Pontefract and Doncaster.

Gradients.—At 3¼m. 1 in 21; 13m. 1 in 21; 18¼m. 1 in 23.

Milestones.—Measured from Pontefract, Cross.

Measurements.			
Leeds,* Briggate.			
5⅛	Oulton.*		
13⅛	8	Pontefract,* Cross.	
27½	22⅜	14⅜	Doncaster,* Town Clock.

Principal Objects of Interest.—Methley: Hall. Pontefract: Castle, ruins, and grounds. DONCASTER: St. George's Church, Race Course.

Hotels or Inns at places marked *, and at John o' Gaunts, Methley, Houghton, and East Hardwick.

112 LEEDS TO SHEFFIELD.

Description.—Class I. Although the road passes through numerous townships the surface is not bad; in fact, it is rather good to Barnsley. Between Barnsley and Sheffield it is a poor, and very hilly road, with a dangerous hill at Chapeltown.

Gradients.—At 3m. 1 in 16; 6m. 1 in 21; 12¾m. 1 in 18; 18½m. 1 in 25; 21m. 1 in 15-18; 21¾m. 1 in 22; 24½m. 1 in 24; 25½m. 1 in 13; 26½m. 1 in 11 (dangerous); 27¾m. 1 in 18; 29½m. 1 in 16; 30m. 1 in 23; 32m. 1 in 21.

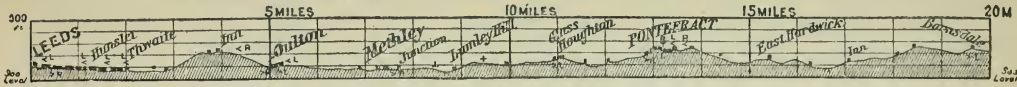
Milestones.—Measured from Leeds, ½m. S. of Bridge.

Measurements.			
Leeds,* Briggate.			
8⅞	Wakefield,* Cathedral.		
19	10⅛	Barnsley.*	
26¾	17⅞	7¾	Chapeltown.*
32⅞	24	13⅞	6⅛ Sheffield,* Market.

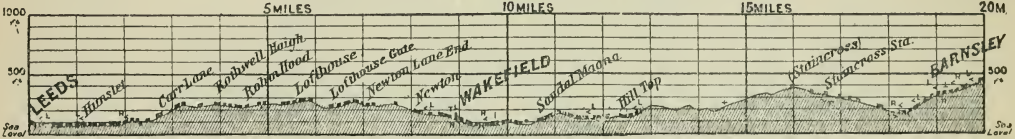
Principal Objects of Interest.—Collieries to near Wakefield. WAKEFIELD: Cathedral, Bridge, and Chantry, Battlefield 1460. 11m., Sandal Castle. BARNSLEY: Public Park, Wentworth Castle. 30¾m., Workhouse. SHEFFIELD: Town Hall, Museum, Free Library.

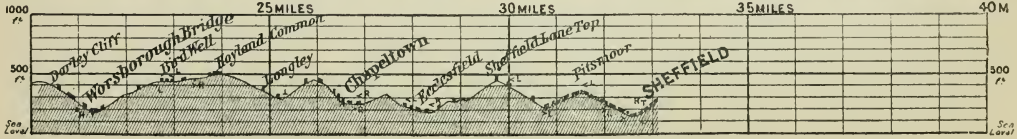
Hotels or Inns at places marked *, and at Rothwell Haigh, Robinhood, Lofthouse, Lofthousegate, Newton Lane End, Sandal, Hilltop, Staincross, Worsborough Bridge, Bird Well, Hayland Common, and Ecclesfield.

ROUTE 111. LEEDS TO DONCASTER. *(Last 8 miles as Route 140.)*



ROUTE 112. LEEDS TO SHEFFIELD.





113 LEEDS TO HUDDERSFIELD.

Description.—Class I. A fairly good road throughout, but the hills are steep, and it is paved in parts. The other road to Birstal by Morley is steeper.

Gradients.—At 2¾m. 1 in 17; 4m. 1 in 15; 6¾m. 1 in 16; 7¼m. 1 in 15; 8½m. 1 in 18; 9m. 1 in 15; 10¾m. 1 in 17.

Milestones.—Measured from Huddersfield, Market Place.

Measurements.

Leeds,* Briggate.		
7	Birstal,* Station.	
15⅛	8⅛	Huddersfield,* Market Place.

Principal Objects of Interest.—Manufacturing district.

Hotels or Inns at places marked *, and numerous others.

114 LEEDS TO ELLAND.

Description.—Class II. Tolerable surface as far as Birstal; after that it is better, but nearing Brighouse it is rough; thence good to Elland.

Gradients.—At 3½m. 1 in 15; 4¾m. 1 in 18; 5¾m. 1 in 13; 6¼m. 1 in 15; 6¾m. 1 in 14-23; 8m. 1 in 15; 9m. 1 in 15; 10¾m. 1 in 16; 12½m. 1 in 12-10 (dangerous).

Milestones.—Measured from Old Municipal Boundary, Leeds.

Measurements.

Leeds,* Briggate.		
7¼	Birstal,* Station.	
13	5¾	Brighouse.*
16⅛	8⅞	3⅛ Elland,* Bridge.

Principal Objects of Interest.—Manufacturing district, densely populated.

Hotels or Inns at places marked *, and numerous others.

115 LEEDS TO ILKLEY.

Description.—Class II. Paved to Kirkstall, thereafter the road has a good surface. The best road to Ilkley is the next Route.

Gradients.—At 4½m. 1 in 15; 6¾m. 1 in 24; 7¾m. 1 in 20.

Milestones.—Measured from Royal Exchange, Leeds.

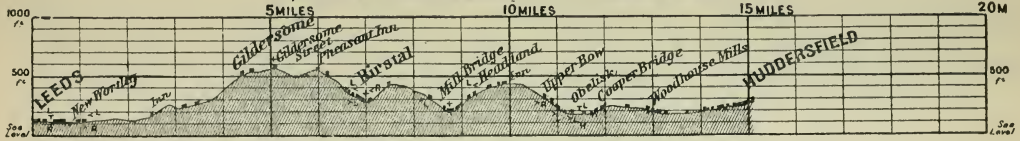
Measurements.

Leeds,* Briggate.		
7¼	Rawdon.*	
12⅝	5⅜	Burley.*
16⅜	9⅛	3¾ Ilkley,* Crescent Hotel.

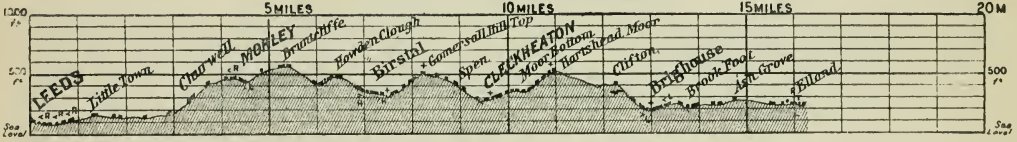
Principal Objects of Interest.—3⅜m., Kirkstall Abbey. Rawdon: Baptist College. Menston: Asylum. Ilkley: interesting neighbourhood, with fine scenery.

Hotels or Inns at places marked *, and at Horsforth, Henshaw, Guiseley, and Menston.

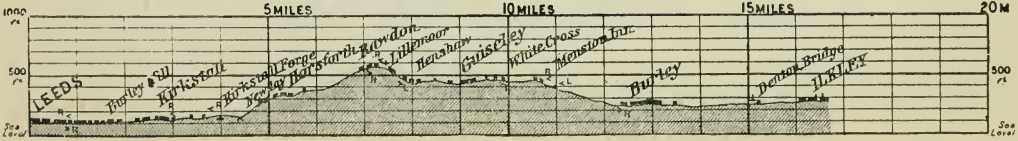
Route 113. Leeds to Huddersfield.



Route 114. Leeds to Elland.



Route 115. Leeds to Ilkley.



116 Leeds to Skipton.

Description.—Class I. After Headingley it is a fine road to Addingham; thereafter it is a little rough, but improves nearing Skipton.

Gradients.—At 21m. 1/13-23; 23¼m. 1/21; 24¼m. 1/20.

Measurements.

Leeds,* Briggate.			
11¼	Otley,* Market.		
17½	6¼	Ilkley,* Crescent Hotel.	
26⅝	15⅜	9⅛	Skipton.*

Principal Objects of Interest.—Ilkley: interesting neighbourhood, with fine scenery. Skipton: Castle.

Hotels or Inns at places marked*, and at Headingley, Dyneley Arms, Burley, and Addingham.

117 Leeds to Ripon.

Description.—Class I. A splendid road to Harrogate; thereafter fairly good, but rather steep to Ripley: after which it is more level, but the surface is not very good.

Gradients.—At 2½m.1/25, 7m.1/17; 8½m.1/12-16 (dangerous); 11m.1/20; 13¾m.1/11 (dangerous); 16m.1/13; 17¼m.1/12.

Measurements.

Leeds,* Briggate.			
8	Harewood.*		
15	7	Harrogate,* Crossroads.	
19	11	4	Ripley,* Cross.
26⅝	18⅝	11⅝	7⅝ Ripon,* Town Hall.

Principal Objects of Interest.—Harewood: House, and Castle. Harrogate: Spa. Ripley: Castle, Grounds, Ch. Ripon: Cathedral, Fountains Abbey. Pretty scenery.

Hotels or Inns at places marked*, and at Chapeltown, Harewood Bri., Little Wonder, Killinghall, & S. Stainley.

118 Leeds to Northallerton.

Description.—Class I. Fine surface, but hilly road to Collingham; thereafter more level, but not quite so good.

Gradients.—At 4m. 1 in 17; 6m. 1 in 18; 7¾m. 1 in 19.

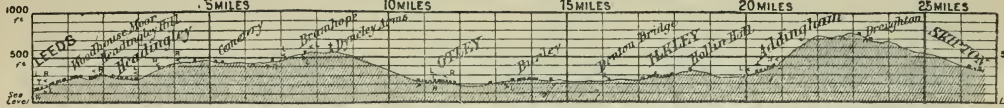
Measurements.

Leeds,* Briggate.			
12⅜	Wetherby.*		
24⅝	12¼	Boroughbridge,* High Street.	
43½	31⅛	18⅞	Northallerton,* Cross.

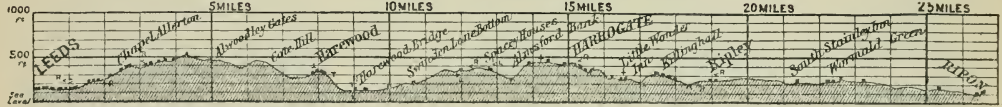
Principal Objects of Interest.—3½m., Roundhay Park. BOROUGHBRIDGE: Battlefield, 1321, Devil's Arrows. NORTHALLERTON: Church, Battle of the Standard, 1138.

Hotels or Inns at places marked*, and at Roundhay, Wellington, Collingham, Deighton Bar, Walshford, Dishforth, Asenby, Topcliffe, Busby Stoop, Sand Hutton, Newsham, and South Otterington.

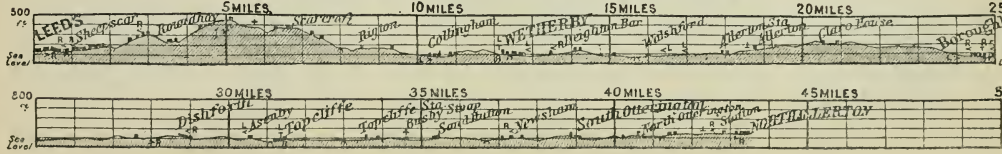
Route 116. Leeds to Skipton.



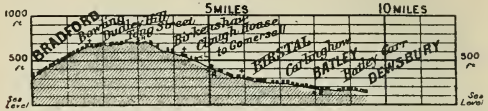
Route 117. Leeds to Ripon.



Route 118. Leeds to Northallerton.



119 BRADFORD TO DEWSBURY.



Description.—Class II. A very bumpy road, as it goes through numerous townships.

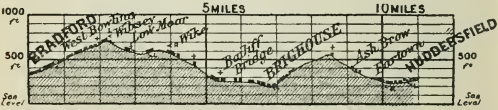
Gradients.—At ¾m. 1 in 16; 3½m. 1 in 17; 5m. 1 in 24.

Measurements

Bradford,* Town Hall.			
4		Birkenshaw.*	
6¼	2¼	Birstal,* Station.	
9½	5½	3¼	Dewsbury,* Market Place.

Principal Objects of Interest.—Manufacturing district, densely populated. DEWSBURY: Church, Cross.

120 BRADFORD TO HUDDERSFIELD.



Description.—Class I. After Wibsey the road has a tolerably good surface, but the hills are very stiff.

Gradients.—At 5m. 1 in 21; 7¼m. 1 in 14 (dangerous); 9m. 1 in 17.

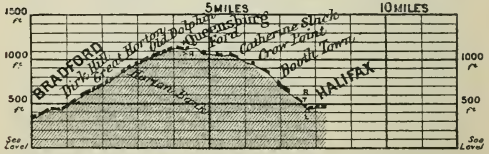
Milestones.—Measured from Town Hall, Bradford.

Measurements.

Bradford,* Town Hall.			
4		Wike.*	
6¾	2¾	Brighouse.*	
11	7	4¼	Huddersfield,* Market Place.

Principal Objects of Interest.—Manufacturing district. 3m., Low Moor Iron Works.

121 BRADFORD TO HALIFAX.



Description.—Class II. A very lumpy, and poor road. The direct and best road is by Shelf (Route 238).

Gradients.—At 1½m. 1 in 13; 2½m. 1 in 12, but mostly 1 in 22; 7m. 1 in 13-11-13 (dangerous).

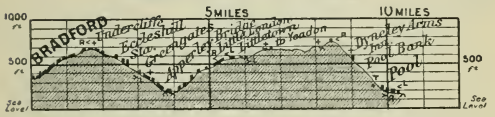
Milestones.—Measured from Town Hall, Bradford.

Measurements.

Bradford,* Town Hall.
4⅜ Queensbury.*
8½ 3¾ Halifax,* Town Hall.

Principal Objects of Interest.—Manufacturing district.

BRADFORD TO POOL. 122



Description.—Class III. A very hilly road, but with tolerable surface throughout.

Gradients.—At ½m. 1 in 18; 3½m. 1 in 13; 4½m. 1 in 13; 5¼ and 6¼m. 1 in 17. Pool Bank 1 in 11 (dangerous).

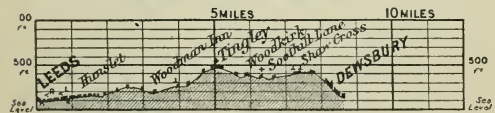
Milestones.—Measured from Town Hall, Bradford.

Measurements.

Bradford,* Town Hall.
3⅞ Apperley Bridge.
6¼ 2 Yeadon.*
10 6⅛ ... Pool.*

Principal Objects of Interest.—Fine view of Wharfedale descending to Pool.

LEEDS TO DEWSBURY. 123



Description.—Class II. A fairly good road, but with rather dangerous descent to Dewsbury.

Gradients.—At 4½m. 1 in 14; 8½m. 1 in 12 (dangerous).

Measurements.

Leeds,* Briggate.
5 Tingley.*
8⅝ 3⅝ Dewsbury,* Market.

Principal Objects of Interest.—Collieries at first. DEWSBURY: Church, Cross.

*Hotels or Inns where marked *, & numerous others.*

124 Huddersfield to Wakefield.

Description.—Class II. After Waterloo Bridge the road has fine surface as far as Horbury, but the hills are very stiff; thereafter the road is rather lumpy. The road by Dewsbury is more level, but it is very lumpy, as well as being paved at several points.

Gradients.—At ¾m.1 in 24; 2¾m.1 in 17-15; 4¾m.1 in 13; 6m.1 in 21; 7m.1 in 17; 8¾m.1 in 15-17.

Milestones.—Measured from Market Place, Huddersfield.

Measurements.

Huddersfield,* Market Place.
10⅝ Horbury,* P.O.
13½ 2⅞ Wakefield,* Cathedral.

Principal Objects of Interest.—Manufacturing district at both ends. Wakefield: Cathedral, Bridge and Chantry, Battlefield 1640.

Hotels or Inns at places marked *, and at Waterloo Bridge, Grove Inn, Kaye's Arms, and Horbury Bridge.

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125 Huddersfield to Glossop.

Description.—Class III. This is a good road as far as Holme, after which it is very rough, with an almost precipitous hill over to Woodhead; thereafter to Glossop the surface is fairly good, but it is up and down. There is a sharp turn two miles from Glossop.

Gradients.—At 1½m.1 in 22; 8½m.1 in 11-12 (dangerous); 10m.1 in 11-9 (dangerous); 11 to 12¾m.1 in 10-13-10 (dangerous); 19m. 1 in 13.

Milestones.—Measured from Market Place, Huddersfield.

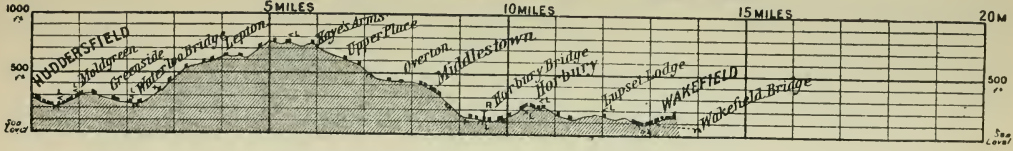
Measurements.

Huddersfield,* Market Place.
6⅜ Holmfirth.*
13⅝ 7¼ Woodhead Inn.*
19¾ 13⅜ 6⅛ Glossop,* Town Hall.

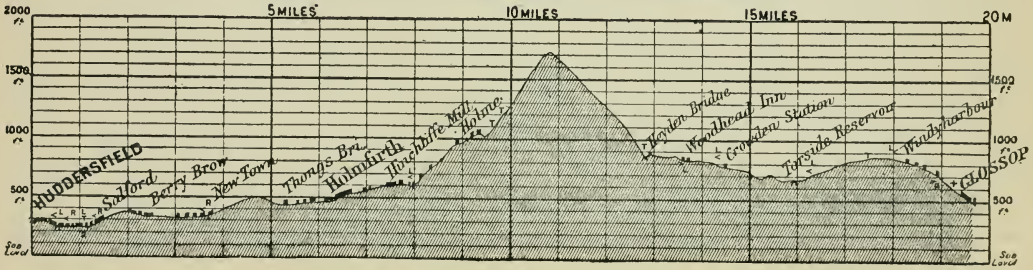
Principal Objects of Interest.—Mills as far as Holmbridge; thereafter the road is very bleak, until the reservoirs are reached.

Hotels or Inns at places marked*, and at Berry Brow.

Route 124. Huddersfield to Wakefield.



Route 125. Huddersfield to Glossop.



126 Huddersfield to Rochdale.

Description.—Class II. The road has a fair surface, but there is a very long and stiff pull to the summit, which is pretty rough. The descent to Junction though fairly good, is rather steep. From Junction to New Hey the road is rough and steep; thence to Rochdale is very lumpy.

Gradients.—At ½m. 1 in 17; 1½m. 1 in 20-22; 3½m. 1 in 18; 4m. 1 in 20; 5½m. 1 in 25; 11m. 1 in 16; 13¾m. 1 in 10 (dangerous); 14½m. 1 in 15-13-14.

Milestones.—Measured from Huddersfield Church.

Measurements.			
Huddersfield,* Market Place.			
5½	Pole Moor Inn.*		
13	7½	Junction.*	
19¼	13¾	6¼	Rochdale,* Town Hall.

Principal Objects of Interest.—Numerous mills at both ends; very bleak near Buckstones. 12m., Reservoirs.

Hotels or Inns at places marked*, and at Leeches, Outlane, Carr Top, Buckstones, Cherry Top, New Hey, and Milnrow.

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127 Huddersfield to Keighley.

Description.—Class I. & II. The road has a fine surface, but is rather hilly to Halifax, and is paved at several points. From Halifax to Keighley the road is pretty rough, and at several points is in a very bad state; it is also very hilly. This latter part of the Route is not recommended,—better go by Bradford.

Gradients.—At ½m. 1 in 22; 3m. 1 in 13-15 (dangerous); 6m. 1 in 12-19; 8½m. 1 in 12-22; 10m. 1 in 19-15; 12m. 1 in 15; 12½m. 1 in 20; 17m. 1 in 22; 18½m. 1 in 15.

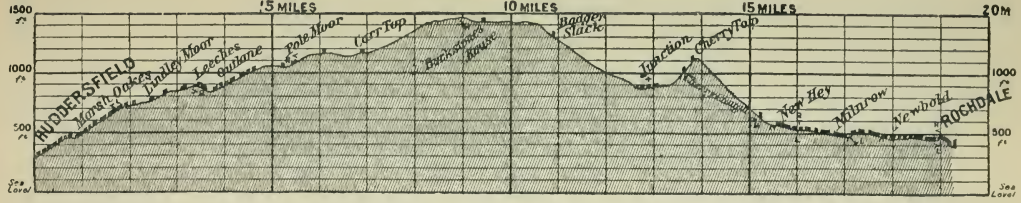
Milestones.—At first, from Market Place, Huddersfield. After Halifax, from Market Place, Keighley.

Measurements.				
Huddersfield,* Market Place.				
4¼	Elland,* Bridge.			
7⅜	3⅛	Halifax,* Town Hall.		
13⅛	8⅞	5¾	Denholme Gate.*	
19¾	15½	12⅜	6⅝	Keighley,* Market Place.

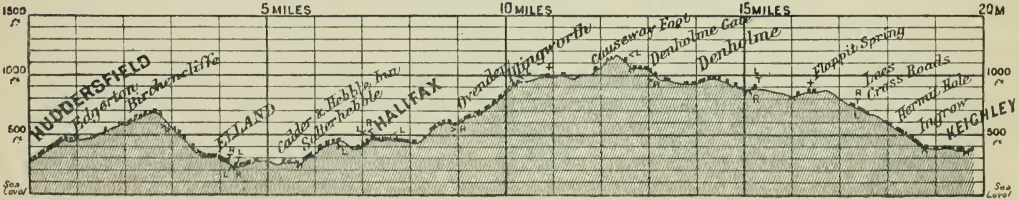
Principal Objects of Interest.—Elland: Hall. Halifax: Church, Town Hall, Free Library, Akroyd Park. Thornton: birthplace of the Brontës. Keighley: Devonshire Park.

Hotels or Inns at places marked*, and at Birchencliffe, "Calder and Hebble," Illingworth, Odd Moor, Causeway Foot, Denholme, Flappit Spring, and Lees.

Route 126. Huddersfield to Rochdale.



Route 127. Huddersfield to Keighley.



128 Wakefield to Sowerby Bridge.

Description.—Class II. A rather hilly and lumpy road at first, then rough paving between Dewsbury and Ravensthorpe; thereafter it is undulating, with fairly good surface.

Gradients.—At 4½m. 1 in 24; 4¾m. 1 in 20; 5½m. 1 in 14 (dangerous); 19½m. 1 in 16.

Milestones.—Measured from Westgate Bri., Wakefield.

Measurements.

Wakefield,* Cathedral.				
5¾	Dewsbury,* Market.			
(14½	8¾	Huddersfield,* Market.)		
13⅝	7⅜	Brighouse.*		
16⅓	10⅜	3	Elland,* Bridge.	
19⅞	14⅛	6¾	3¾	Sowerby Bridge,* Town Hall.

Principal Objects of Interest.—Manufacturing district the whole way. DEWSBURY: Church, Cross. 10¾m., "Dumb Steeple."

Hotels or Inns at places marked *, and numerous others.

129 Wakefield to Aberford.

Description.—Class II. The road has a fine surface as far as Oulton; thereafter fair.

Gradients.—At 1½m. 1 in 13; 3¾m. 1 in 23; 4¾m. 1 in 20; 6½m. 1 in 24; 8¼m. 1 in 19.

Measurements.

Wakefield,* Cathedral.			
5	Oulton.*		
8⅝	3⅝	Garforth Bridge.*	
13	8	4⅜	Aberford,* P.O.

Hotels or Inns at places marked *, and at Swillington.

130 Wakefield to Goole.

Description.—Class II. A rather lumpy road between Wakefield and Featherstone; thereafter the surface is better, but apt to be rather loose. Pontefract is paved.

Gradients.—At 8m. 1 in 17.

Milestones.—Measured from Wakefield, Cathedral.

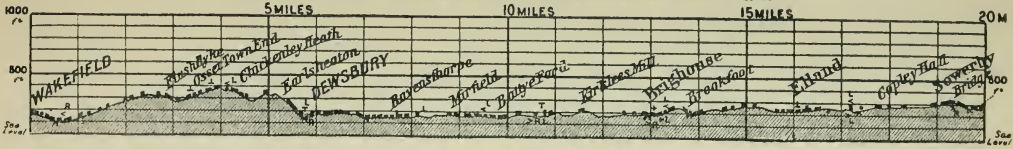
Measurements.

Wakefield,* Cathedral.					
9⅛	Pontefract,* Cross.				
12½	3⅜	Knottingley.*			
16⅝	7½	4⅛	Hut Green.*		
22⅜	13¼	9⅞	5¾	Snaith,* Market Place.	
30¼	21⅛	17¾	13⅝	7⅞	Goole.*
(32⅝	23	19⅝	15½	9¾	(4½) Howden.*)

Principal Objects of Interest.—Pontefract: Castle ruins and Grounds. Flat country after Knottingley.

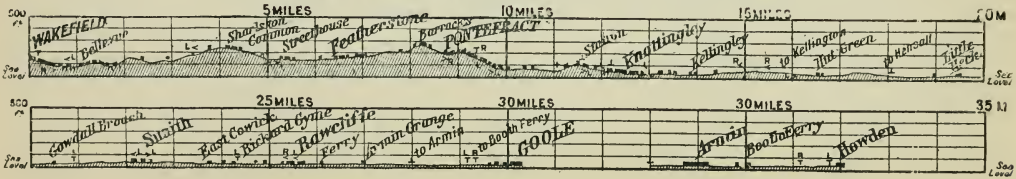
Hotels or Inns at places marked *, and at Sharlston, Featherstone, Kellington, Hensall, and Rawcliffe.

Route 128. Wakefield to Sowerby Bridge.



Route 129. Wakefield to Aberford.

Route 130. Wakefield to Goole, or Howden.



131 Wakefield to Holmfirth.

Description.—Class II. After Dirtcar, the road has a fine surface as far as Denby Dale; thereafter it is rather poorer to Holmfirth.

Gradients.—At 4½m. 1 in 20; 6m. 1 in 16; 11½m. 1 in 18; 14½m. 1 in 13-15; 16½m. 1 in 20.

Milestones.—Measured from Wakefield, Cathedral.

Measurements.

Wakefield,* Cathedral.			
10⅝	Denby Dale.*		
14⅞	4¼	New Mill.*	
16¾	6⅛	1⅞	Holmfirth.*

Principal Objects of Interest.—Manufacturing district at first, and near Denby Dale, New Mill, and Holmfirth.

Hotels or Inns at places marked*, and at Dirtcar, Scisset, Cumberworth, and Spring Syke.

132 Barnsley to Holmfirth.

Description.—Class II. The road is rather hilly, but has a good surface, excepting near Cumberworth.

Gradients.—At 3m. 1 in 18; 3½m. 1 in 24; 6½m. 1 in 15; 9½m. 1 in 18; 12½m. 1 in 13-15; 14½m. 1 in 20.

Milestones.—Measured from Barnsley, Market.

Measurements.

Barnsley,* Market.			
9⅝	Cumberworth Inn.*		
12¾	3⅛	New Mill.*	
14⅝	5	1⅞	Holmfirth.*

Principal Objects of Interest.—Cawthorne: Museum. Canon Hall. Manufacturing district at New Mill, and Holmfirth.

Hotels or Inns at places marked*, and at Cawthorne, Dunkirk, and Spring Syke.

133 Barnsley to Huddersfield.

Description.—Class III. This is a tolerably good road, but it is a little rough about Flockton.

Gradients.—At 4½ and 5m. 1 in 12; 6m. 1 in 20; 11m. 1 in 13; 12m. 1 in 13; 14m. 1 in 15-17; 15¾m. 1 in 24.

Milestones.—Measured from Barnsley, Market.

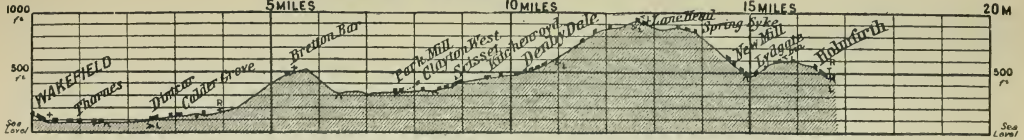
Measurements.

Barnsley,* Market Place.		
10½	Flockton Inn.*	
16¾	6½	Huddersfield,* Market Place.

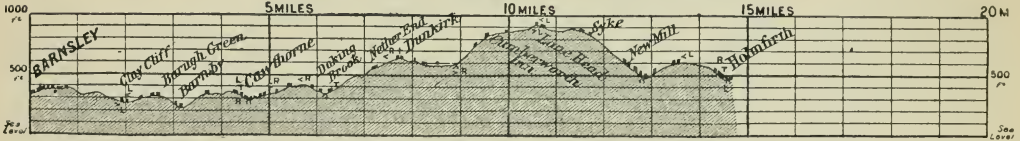
Principal Objects of Interest.—West Bretton: Hall.

Hotels or Inns at places marked*, and at Darton, Grove Inn, and Waterloo Bridge.

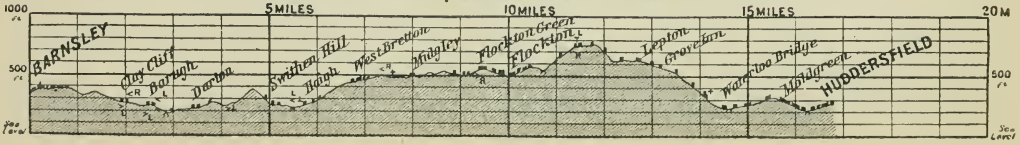
Route 131. Wakefield to Holmfirth.



Route 132. Barnsley to Holmfirth.



Route 133. Barnsley to Huddersfield.



134 Barnsley to Doncaster.

Description.—Class III. Very lumpy to Stairfoot, thereafter good surface the whole way, excepting in several of the colliery villages.

Gradients.—At ¾m. 1 in 23; 1¼m. 1 in 22; 1¾m. 1 in 19.

Milestones,—Measured from Market Place, Barnsley.

Measurements.

Barnsley,* Market Place.				
7	Wath,* Cross.			
10	3	Mexbrough,* Church.		
12⅞	5⅞	2⅞	Conisbrough,* Brook Green.	
18	11	8	5⅛	Doncaster,* Town Clock.

Principal Objects of Interest.—Colliery district. Conisbrough: Castle, Church.

Hotels or Inns at places marked *, and at Stairfoot, Wombwell, Warmsworth, and Balby.

135 Barnsley to Pontefract, &c.

Description.—Class III. The road has a good surface throughout, but it is very up and down.

Gradients.—At 3¼m. 1 in 14; 5½m. 1 in 19; 10½m. 1 in 16; 12¼m. 1 in 14; 15¼m. 1 in 18.

Measurements.

Barnsley,* Market Place.			
7⅜	Hemsworth.*		
11⅛	3⅛	Ackworth,* Cross.	
14	6⅛	2⅞	Pontefract,* Cross.
16½	8⅞	5⅜	2½ Ferry Bridge.*

Principal Objects of Interest.—Hemsworth: School. Ackworth: School. Pontefract: Castle ruins and grounds.

Hotels or Inns at places marked *, and at Cudworth, and Ackworth Moor Top.

136 Doncaster to Goole.

Description.—Class II. A fine level road with good surface as far as Thorne, thereafter only fair.

Milestones.—Measured from London Road, Doncaster.

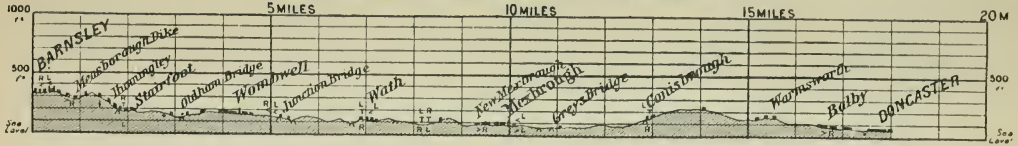
Measurements.

Doncaster,* Town Clock.		
10½	Thorne,* Market Place.	
21¾	11⅝	Goole.*
(23⅝	13½	Howden.*)

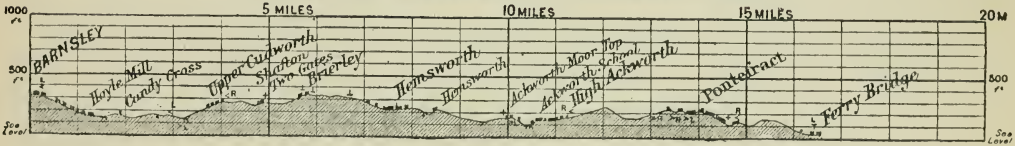
Principal Objects of Interest.—Flat and rather uninteresting country.

Hotels or Inns at places marked *, and at Hatfield, Newbridge, and Rawcliffe.

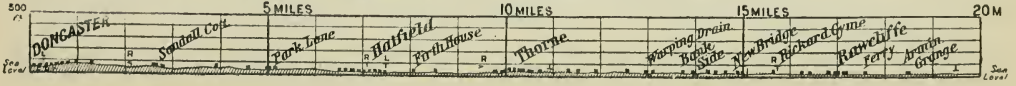
Route 134. Barnsley to Doncaster.



Route 135. Barnsley to Pontefract. &c.



Route 136. Doncaster to Goole. *(Last 2 miles as Route 130.)*



137 Doncaster to Grantham.

Description.—Class I. The road has a fine surface almost the whole way to Grantham, and is generally in first-class condition. For the first ten miles the surface is magnificent, but after that, though it is fairly smooth, the road is apt to be a little lumpy. Near Grantham there is a steep hill, but not really dangerous.

Gradients.—Excepting the hills near Grantham, these are very slight. At 50m. 1 in 17; 50¾m. 1 in 15.

Milestones.—Measured from Guildhall, Doncaster.

Measurements.

Doncaster,* Town Clock.							
8¾	Bawtry,* Cross.						
17¾	9	Retford,* Market Square.					
24¾	16	7	Tuxford.*				
31	22¼	13¼	6¼	Carlton.*			
37½	28¾	19¾	12¾	6½	Newark,* Castle.		
44¼	35½	26½	19½	13¼	6¾	Bennington * Inn.	
52⅝	43⅜	34⅜	27⅜	21⅛	14⅝	7⅞	Grantham,* Market Pl.

Principal Objects of Interest.—The country is rather flat and uninteresting. Bawtry: Hall. Tuxford: Church. NEWARK: Castle ruins, Church, Southwell Minster. GRANTHAM: Church, Belvoir Castle.

Hotels or Inns at places marked*, and at Rossington Bridge, Scrooby, Torworth, Barnby Moor, Markham Moor, Carlton, N. Muskham, and Gonerby.

138 Doncaster to Worksop.

Description.—Class II. This road has a very good surface throughout, but it is rather hilly. It is the old Great North Road.

Gradients.—At 4¼m. 1 in 19; 9½m. 1 in 13.

Milestones.—Measured from Guildhall, Doncaster.

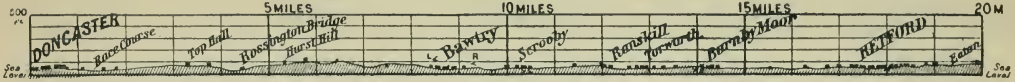
Measurements.

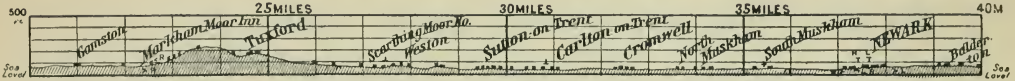
Doncaster,* Town Clock.		
7¼	Tickhill.*	
17	9¾	Worksop,* Town Hall.

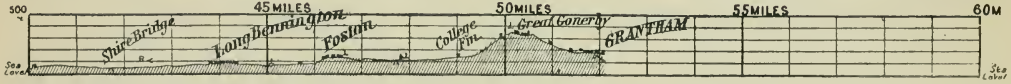
Principal Objects of Interest.—More attractive scenery than on the Great North Road. Worksop: Abbey Church. Worksop is quite close to famous "Dukeries": Clumber Park, Welbeck Abbey, Thoresby Park, and Rufford Abbey.

Hotels or Inns at places marked*, and at Wadworth, Oldcoates, and North Carlton.

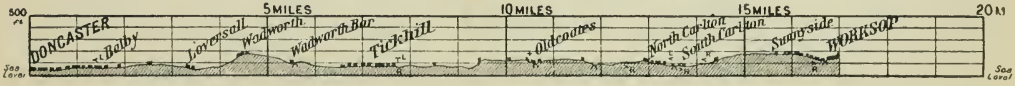
Route 137. Doncaster to Grantham.







Route 138. Doncaster to Worksop.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

139 DONCASTER TO BARNSLEY.

Description.—Class III. The road has a fairly good surface, but after Hickleton is pretty hilly. Near Barnsley it is rather rough. The easiest road is Route 134.

Gradients.—At 6½m. 1/15-17; 8½m. 1/22; 10m. 1/22; 10½m. 1/18; 13½m. 1/14; 14m. 1/19; 14½m. 1/18.

Milestones.—Measured from Doncaster Bridge.

Measurements.

Doncaster,* Town Clock.
10¼ Darfield Bridge.*
15⅜ 5⅛ Barnsley,* Market Place.

Principal Objects of Interest.—Darfield: Church. Ardsley: "Oaks" Pit. BARNSLEY: Public Park, Wentworth Castle. Collieries near Barnsley.

Hotels or Inns where marked,* and at Bodles Inn, Goldthorpe, and Ardsley.

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140 DONCASTER TO TADCASTER.

Description.—Class II. Although the road has a fine surface throughout, it is very hilly. The hills at Wentbridge are dangerous.

Gradients.—At 7m. 1 in 20; 10½m. 1 in 16 (dangerous); 11m. 1 in 14 (dangerous).

Milestones.—Measured from Guildhall, Doncaster, as far as Ferrybridge, thereafter from Tadcaster.

Measurements.

Doncaster,* Town Clock.
10⅝ Wentbridge.*
15¾ 4½ Ferrybridge.*
27½ 16⅞ 12⅜ Tadcaster.*

Principal Objects of Interest.—6¾m. Robin Hood's Well. Wentbridge: Smeaton Craggs. Ferrybridge: Fryston Hall, Church. 25m. Towton Battlefield, 1461.

Hotels or Inns at places marked *, and at Bodles Inn, Darrington, and Barkston Ash.

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141 BAWTRY TO THORNE.

Description.—Class II. The road is almost dead level, but the surface is only fairly good.

Milestones.—Measured from Bawtry.

Measurements.

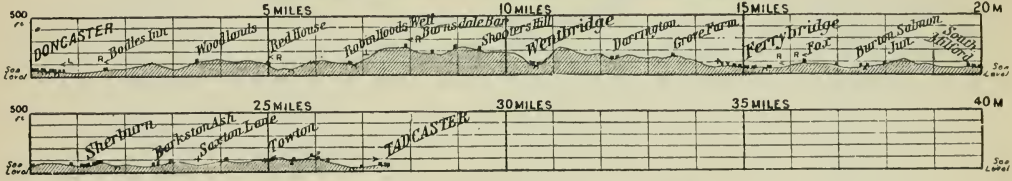
Bawtry,* Cross.
5¼ Blaxton.*
13¾ 8½ Thorne,* Market Place.

Principal Objects of Interest. — Flat, uninteresting country. Thorne: Church.

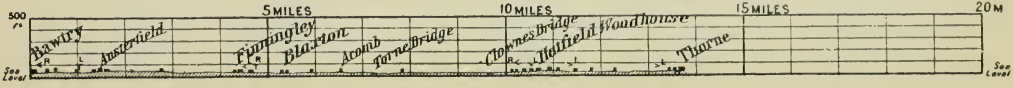
Hotels or Inns where marked *, & Hatfield Woodhouse.

Route 139. Doncaster to Barnsley.

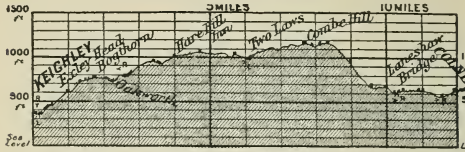
Route 140. Doncaster to Tadcaster.



Route 141. Bawtry to Thorne.



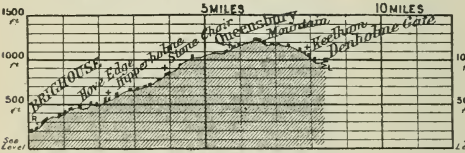
142 KEIGHLEY TO COLNE, 12⅜m.



Description.—Class III. The surface is fairly good at first, but after Oakworth it is very rough and loose. The best road is Route 220.

Gradients.—At ¾m. 1 in 10; 3m. 1 in 9; 9m. 1 in 9-15 (all dangerous).

143 BRIGHOUSE TO DENHOLME GATE.



Description.—Class III. A poor and very hilly road, with rough surface near Denholme Gate.

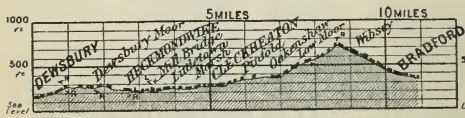
Gradients.—At ¼m. 1 in 11 (dangerous); 1m. 1 in 13; 2½m. 1 in 15; 3½m. 1 in 21; 4¼m. 1 in 13; 8m. 1 in 16.

Measurements.

Brighouse.*
5¾ Queensbury.*
8⅜ 2⅝ Denholme Gate.*

Principal Objects of Interest.—Very bleak country.

144 DEWSBURY TO BRADFORD.



Description.—Class II. The road has fairly good surface but is apt to be lumpy. The more direct route to Heckmondwike is shown in the next route, but it is very steep.

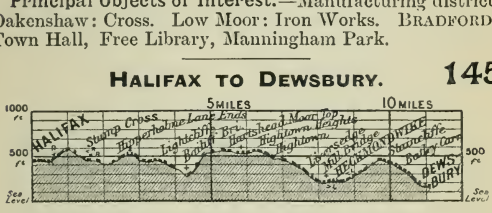
Gradients.—At ¾m. 1 in 15; 7¼m. 1 in 18; 8¼m. 1 in 16.

Measurements.

Dewsbury,* Market.			
$2\frac{7}{8}$	Heckmondwike.*		
$4\frac{7}{8}$	2	Cleckheaton.*	
$7\frac{1}{2}$	$4\frac{5}{8}$	$2\frac{5}{8}$	Low Moor,* Station.
$10\frac{7}{8}$	8	6	$3\frac{3}{8}$ Bradford,* Town Hall.

Principal Objects of Interest.—Manufacturing district. Oakenshaw: Cross. Low Moor: Iron Works. BRADFORD: Town Hall, Free Library, Manningham Park.

HALIFAX TO DEWSBURY. 145



Description.—Class III. The road has poor surface, with perfectly precipitous hills at Bailiff Bridge.

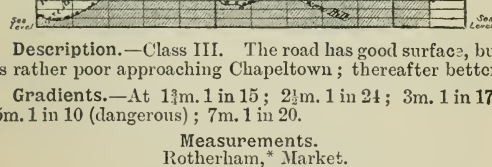
Gradients.—At $\frac{3}{4}$m. 1 in 13; $1\frac{1}{4}$m. 1 in 15; $4\frac{1}{4}$m. 1 in 10 (dangerous); $4\frac{1}{2}$m. 1 in 8 (very dangerous); $7\frac{3}{4}$m. 1 in 13; $9\frac{1}{2}$m. 1 in 16; $10\frac{1}{2}$m. 1 in 11 (dangerous).

Measurements.

Halifax,* Town Hall.			
$4\frac{1}{4}$	Bailiff Bridge.		
$8\frac{3}{4}$	$4\frac{1}{2}$	Heckmondwike.*	
$11\frac{1}{4}$	7	$2\frac{1}{2}$	Dewsbury,* Market.

Principal Objects of Interest.—Manufacturing district.

ROTHERHAM TO WORTLEY. 146



Description.—Class III. The road has good surface, but is rather poor approaching Chapeltown; thereafter better.

Gradients.—At $1\frac{3}{4}$m. 1 in 15; $2\frac{1}{2}$m. 1 in 24; 3m. 1 in 17; 5m. 1 in 10 (dangerous); 7m. 1 in 20.

Measurements.

Rotherham,* Market.		
$5\frac{7}{8}$	Chapeltown.*	
$9\frac{7}{8}$	4	Wortley.*

Principal Objects of Interest.—Rather pleasant country after Kimberworth.

Hotels or Inns at places marked *, and at Masbrough, Hesley, and Hazelshaw Spring.

147 Sheffield to Huddersfield.

Description.—Class I. The road is rather lumpy as far as Stocksbridge, after that, although pretty hilly, it has a good surface, except some rough parts near Hazlehead.

Gradients.—At 7¾m.1 in 17; 13½m.1 in 16; 15¼m.1 in 13; 15¾m.1 in 12; 17m.1 in 11 (dangerous); 17¾m.1 in 12 (dangerous); 19m.1 in 12 (dangerous).

Measurements.

Sheffield,* Market.				
8⅜	Deepcar.*			
14⅝	6¼	Flouch Inn.*		
19¼	10⅞	4⅝	Jackson's Bridge.*	
26⅜	18	11¾	7⅛	Huddersfield,* Market Place.

Principal Objects of Interest.—3⅜m., Asylum. 6m., Warncliffe Lodge and Crags. Rather bleak country about Flouch Inn. Manufacturing district at both ends.

Hotels or Inns at places marked *, and numerous others.

148 Sheffield to Huddersfield.

Description.—Class II. The road has a fine surface as far as Penistone, after that it is very hilly and with rough surface on account of heavy traffic.

Gradients.—At 3¼m.1 in 19; 11¼m.1 in 12 (dangerous); 14¼m 1 in 15; 16¼m.and 17¼m.1 in 20; 19m. 1 in 11-14 (dangerous); 19¾m. 1 in 16; 21½m. 1 in 15-21.

Measurements.

Sheffield,* Market.				
8⅞	Wortley.*			
13⅞	5	Penistone,* Bridge.		
19	10⅛	5⅛	Shepley.*	
26⅜	17½	12½	7⅜	Huddersfield,* Market Place.

Principal Objects of Interest.—Wortley: Hall. Very bleak country about Penistone. Manufacturing district at both ends.

Hotels or Inns at places marked *, and numerous others.

149 Sheffield to Doncaster.

Description.—Class I. A very lumpy road to Rotherham, thereafter very hilly to Conisbrough, after which the road has fine surface to Doncaster.

Gradients.—At 6¾m.1/25; 7¼m.1/19; 8¼m.1/13; 10½m.1/14.

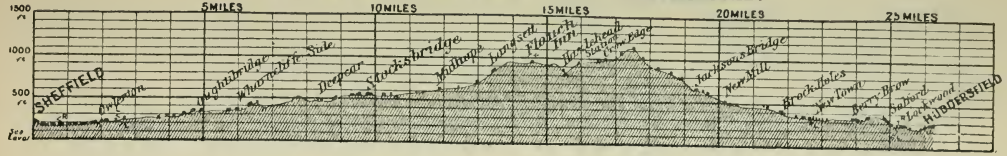
Measurements.

Sheffield,* Market.			
6	Rotherham,* Market.		
12⅝	6⅝	Conisbrough,* Brook Green.	
17¾	11¾	5⅛	Doncaster,* Town Clock.

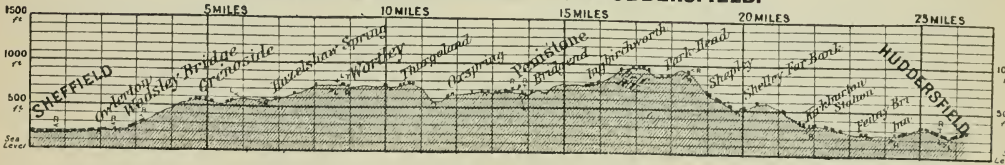
Principal Objects of Interest.—ROTHERHAM: Wentworth House. Conisbrough: Castle. DONCASTER: Route 85.

Hotels or Inns at places marked *, and many others.

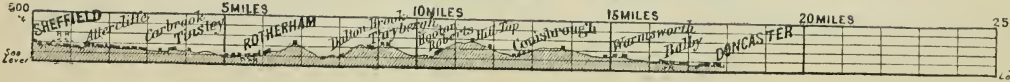
Route 147. Sheffield to Huddersfield.



Route 148. Sheffield to Huddersfield.



Route 149. Sheffield to Doncaster.



150 SHEFFIELD TO BAWTRY.

Description.—Class II. The road is very lumpy as far as Tinsley; thereafter it is much better, and after Maltby has fine surface.

Gradients.—At 7m. 1 in 13; 8m. 1 in 25; 10m. 1 in 22; 12½m. 1 in 20; 13½m. 1 in 21; 15½ and 16¼m. 1 in 19.

Milestones.—Measured from Wicker, Sheffield.

Measurements.

Sheffield,* Market.			
9½	Wickersley.*		
17⅛	7⅝	Tickhill.*	
20⅞	11⅜	3¾	Bawtry,* Cross.

Principal Objects of Interest.—Tickhill: Castle ruin.

Hotels or Inns at places marked*, and at Tinsley, Whiston, Bramley, and Maltby.

151 ROTHERHAM TO RETFORD.

Description.—Class III. The road has a fairly good surface, but is generally not in good condition.

Gradients.—At ¾m. 1 in 17; 4¼m. 1 in 22; 6¼m. 1 in 20.

Measurements.

Rotherham,* Market Place.			
3½	Wickersley.*		
13⅞	10⅜	Blyth.*	
20¼	16¾	6⅜	Retford,* Market Square.

Principal Objects of Interest.—Rather pleasant country after Maltby. 8¾m., Roche Abbey.

Hotels or Inns at places marked*, and at Bramley, Maltby, Eagle Inn, Blyth, and Barnby Moor.

152 SHEFFIELD TO OLLERTON.

Description.—Class III. A rough and very hilly road to Renishaw; thereafter a bad road.

Gradients.—At ¾m. 1 in 14 (dangerous); 2¾ and 4½m. 1 in 16; 5m. 1 in 15; 5½m. 1 in 17; 6¾m. 1 in 11 (dangerous); 9½m. 1 in 18.

Milestones.—Measured from Duke Street, Sheffield.

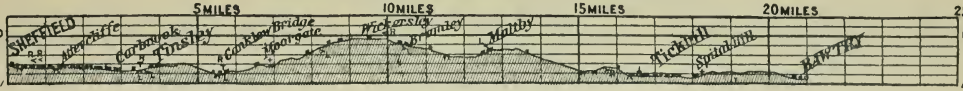
Measurements.

Sheffield,* Market.				
6	Mosborough.*			
11⅞	5⅞	Clowne Cross Roads.		
17¾	11¾	6	Cuckney,* School.	
24½	18½	12⅝	6⅝	Ollerton.

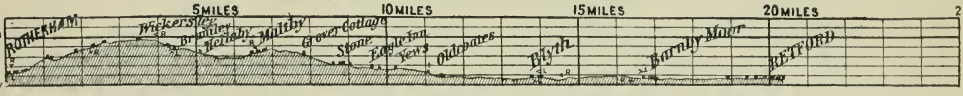
Principal Objects of Interest.—Collieries to Cresswell. Pleasant country near Ollerton.

Hotels or Inns at places marked*, and at Intake, Eckington, Barlborough, (Clowne), and Cresswell.

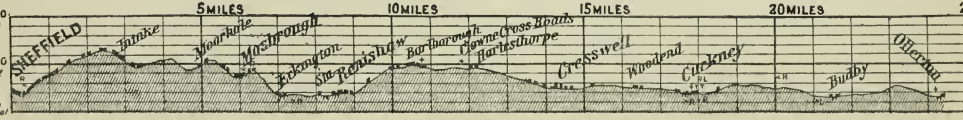
Route 150. Sheffield to Bawtry.



Route 151. Rotherham to Retford.



Route 152. Sheffield to Ollerton.



153 SHEFFIELD TO WORKSOP.

Description.—Class III. A very hilly road with moderate surface, the road improves near Worksop.

Gradients.—At 4½m. 1 in 15; 5m. 1 in 17; 6½m. 1 in 16; 7½m. 1 in 24; 7½m. 1 in 15.

Milestones.—Measured from Wicker, Sheffield.

Measurements.

Sheffield,* Market.		
7⅝	Swallow Nest.*	
12	4⅝	South Anston.*
18	10⅝	6 Worksop,* Town Hall.

Principal Objects of Interest.—8¼m., Aston Manor. Pretty country.

Hotels or Inns at places marked*, and at Darnall, and Todwick.

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154 SHEFFIELD TO DERBY.

Description.—Class I. On account of heavy traffic the road has very poor surface to Chesterfield, and there are several stiff hills. After that the surface is better, though rather hilly, to Ambergate Junction, where there is fine surface as far as Belper, after which the road is rather bumpy into Derby.

Gradients.—At 2½m. 1 in 20; 3¾m. 1 in 14 (dangerous); 8¼m. 1 in 24; 11¾m. 1 in 22; 12¼m. 1 in 20; 22½m. 1 in 17; 24m. 1 in 16.

Milestones.—Measured from Moorhead, Sheffield; after Ambergate, from Bridgegate, Derby.

Measurements.

Sheffield,* Market.						
6⅝	Dronfield,* Bridge.					
12	5⅜	Chesterfield,* Church.				
17⅛	10½	5⅛	Clay Cross.*			
26¾	20½	14⅜	9⅝	Ambergate Inn.*		
29½	22⅜	17½	12⅜	2¾	Belper.*	
37¼	30⅝	25¼	20½	10½	7¾	Derby,* Market Place.

Principal Objects of Interest.—Numerous collieries and iron works at intervals. 3¼m., Beauchief Abbey to W. Dronfield: Church. Chesterfield: Church. Pretty scenery at Ambergate. Derby: Free Library, All Saints Church.

Hotels or Inns at places marked*, and at Woodseats, Birchitt, Boythorpe, Higham, Fourlane Ends, Buckland Hollow, and Duffield.

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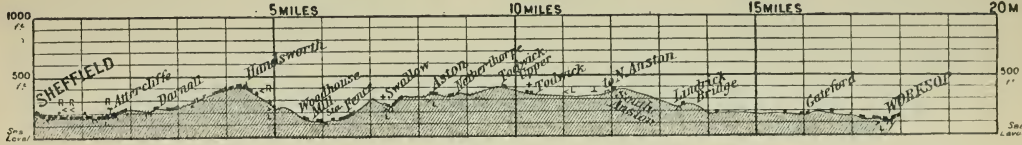
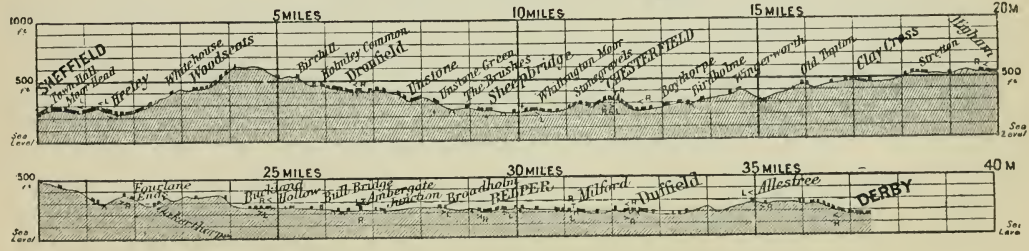
155 SHEFFIELD TO BAKEWELL, &c.

Description.—Class I. The best road out of Sheffield. The road has a fine surface, though a little loose about Owler Bar. The Froggatt Edge branch is not very good.

Route 153. Sheffield to Worksop.



Route 154. Sheffield to Derby.



Gradients.—At 7m. 1 in 17; 11½m. 1 in 16; 16m. 1 in 17. Descent to Chequers Inn 1 in 17-14-18.

Milestones.—Measured from St. Paul's Church, Sheffield.

Measurements.			
Sheffield,* Market.			
7¾	Owler Bar.*		
13	5¼	Baslow,* Bridge.	
16⅞	9⅛	3⅞	Bakewell.*
(17⅞	10⅛	4⅞	Ashford.*)

Owler Bar to Calver Sough,* 5¾m.

Principal Objects of Interest.—4m., Beauchief Abbey. Baslow: Chatsworth. Bakewell: Church, Haddon Hall.

Hotels or Inns at places marked*, and at Abbeydale, Totley, and (Froggatt Edge).

156 Sheffield to Castleton, &c.

Description.—Class II. The road has fairly good surface, but is rather loose about Fox House. Fine surface near Hope.

Gradients.—At 2¼m. 1 in 14-18; 6¾m. 1 in 24; 8¼m. 1 in 17; 10¼m. 1 in 17. Descent to Grindleford Bridge 1 in 20-14-16-13. Ascent 1 in 14.

Milestones.—Measured from Brunswick Chapel, Sheffield.

Measurements.			
Sheffield,* Market.			
8⅛	Fox House Inn.*		
11¼	3⅛	Hathersage,* Bridge.	
16⅞	8¾	5⅝	Castleton.*
10⅝	2½	Grindleford.*	
12⅞	4¾	2¼	Eyam.*

Principal Objects of Interest.—Rather bleak about Fox House, but magnificent views descending to Hathersage. Castleton: Peveril Castle, Caverns. Eyam: Church, Riley Graves.

Hotels or Inns at places marked*, and at Parkhead, Whirlow Bridge, Doremoor, and Hope.

157 Rotherham to Mansfield.

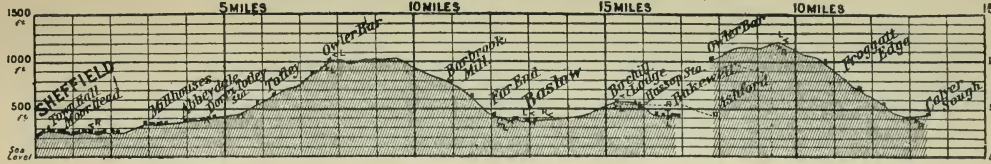
Description.—Class III. A poor road, with several dangerous hills in the first ten miles; thereafter better.

Gradients.—At 3¼m. 1 in 11; 4¼m. 1 in 23; 4¾m. 1 in 20; 6m. 1 in 18; 6¼m. 1 in 15; 7m. 1 in 14; 7¼m. 1 in 12; 8¼m. 1 in 11; 9¼m. 1 in 13; 14¾m. 1 in 18; 21m. 1 in 20.

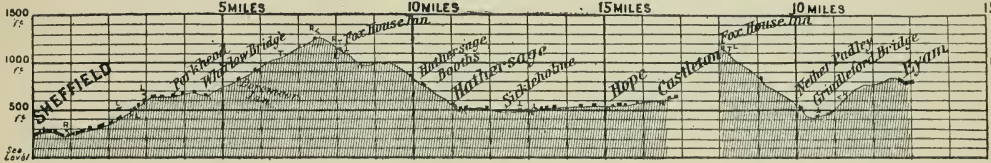
Measurements.			
Rotherham,* Market.			
6⅛	Swallow Nest.*		
13⅝	7½	Clowne.*	
24	17⅞	10⅜	Mansfield,* Market Place.

Hotels or Inns at places marked*, and numerous others.

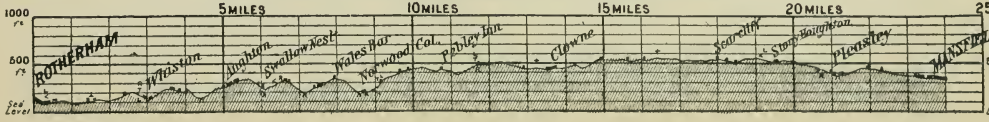
Route 155. Sheffield to Bakewell, &c.



Route 156. Sheffield to Castleton, &c.



Route 157. Rotherham to Mansfield.



160 CARLISLE TO HALTWHISTLE.

Description.—Class II. & III. The road has fine surface, though rather hilly, to Low Row Station; thereafter to Greenhead is rather poor, but it is an easier road than the direct road (Route 3). From Greenhead to Haltwhistle the surface is excellent.

Gradients.—At 4¼m. 1/21; 10m. 1/20-15; 11¼m. 1/15.

Milestones.—Measured from Lowther Street, Carlisle.

Measurements.

Carlisle,* Market.			
4½	Warwick Bridge.*		
9⅝	5⅛	Brampton,* Market.	
19½	15	9⅞	Greenhead.*
23⅛	18⅝	13½	3⅝ Haltwhistle,* Town Hall.

Principal Objects of Interest.—Warwick Bridge: Corby Castle. Brampton: Lanercost Priory. 12m., Naworth Castle. 17¾m., Gilsland Spa. 19m., Roman Wall. Haltwhistle: Bellister, and Featherstone Castles.

Hotels or Inns at places marked*, and at Warwick Bridge, Gelt Bridge, Low Row, and Gilsland.

161 CARLISLE TO KENDAL.

Description.—Class I. The road, though rather hilly as far as High Hesket, has fine surface all the way to Penrith. After that it is a good road until past Shap, when the surface degenerates, and is pretty rough until High Borrow Bridge is reached; thereafter the surface improves, and is very good near Kendal. Some miles of walking are generally necessary about the summit.

Gradients.—At 4½m., 5¼m., and 6m. 1/16; 7½m. and 8½m. 1/25; 10½m. 1/23; 20½m. 1/19; 31m. 1/22; 34m. 1/17; 35m. 1/17-13-11 (dangerous); 36¾m. 1/17.

Milestones.—Measured from Market Place, Carlisle. In Westmorland, from Market Place, Kendal.

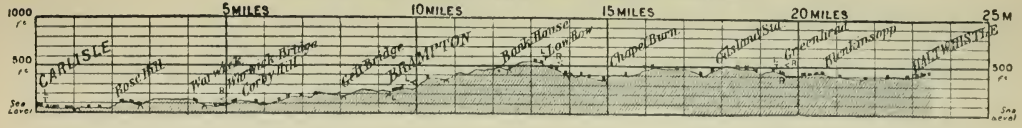
Measurements.

Carlisle,* Market.			
8⅜	High Hesket,* Inn.		
18¼	9½	Penrith,* Fountain.	
28¾	20⅜	10⅝	Shap,* Greyhound Inn.
44⅝	35⅞	26⅜	15¾ Kendal,* Fish Market.

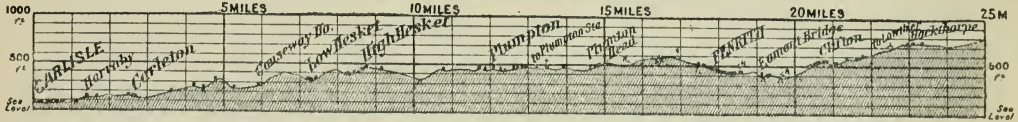
Principal Objects of Interest.—PENRITH: Castle Ruins, "Long Meg." 19¼m., Arthur's Round Table. 19¾m., Brougham Castle. 22½m., Lowther Castle. Shap: Abbey. 31½m., to Shap Wells. KENDAL: Castle. After Shap the road is very bleak.

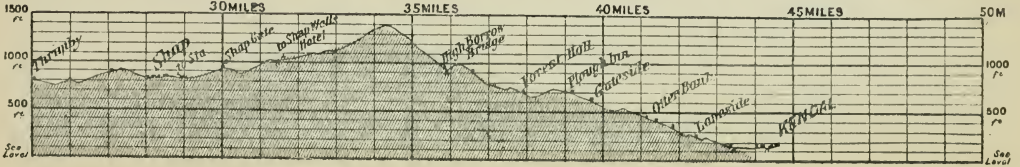
Hotels or Inns at places marked*, and at Carleton, Eamont Bridge, Clifton, Hackthorpe, (Shap Wells), and Plough. None at High Borrow Bridge.

Route 160. Carlisle to Haltwhistle.



Route 161. Carlisle to Kendal.





162 Carlisle to Whitehaven.

Description.—Class II. The road has a very good surface as far as Thursby, when it becomes poor, but improves again after Red Dial, and has good surface as far as Bothel; thereafter it is rather poor till near Cockermouth. From Cockermouth to Whitehaven the surface is fairly good, but the road is hilly.

Gradients.—At 9¾ and 10m. 1 in 15; 18½m. 1 in 17; 21m. 1 in 19; 23¾m. 1 in 20; 24¾m. 1 in 16 (dangerous); 29½m. 1 in 14 (dangerous); 30½m. 1 in 17; 32m. 1 in 20; 34¾m. 1 in 18; 38m. 1 in 20.

Milestones.—Measured from Carlisle, Market. After Cockermouth, from Cockermouth Bridge; beyond Chapel Brow, from Market Place, Whitehaven.

Measurements.

Carlisle,* Market Place.				
11⅝	Red Dial.*			
18¼	6⅞	Bothel,* Inn.		
25⅝	14¼	7⅜	Cockermouth,* Bridge.	
34⅜	23	16⅛	9½	Distington.*
38¾	27⅜	20½	13⅞	4⅝ Whitehaven,* Market Place.

Principal Objects of Interest.—7½m., Crofton Hall. Cockermouth: Castle. Distington: Hayes Castle ruins. Whitehaven: St. Bee's Head. Between Cockermouth and Whitehaven there are large numbers of collieries and iron works.

Hotels or Inns at places marked*, and at Cardewlees, Thursby, Bolton, Mealsgate, Cockbridge, Brigham, Bridgefoot, Winscales, and (Parton).

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163 Carlisle to Port Carlisle, &c.

Description.—Class III. The road has a tolerable surface as far as Burgh, after that it is apt to be rather rough and loose the rest of the way.

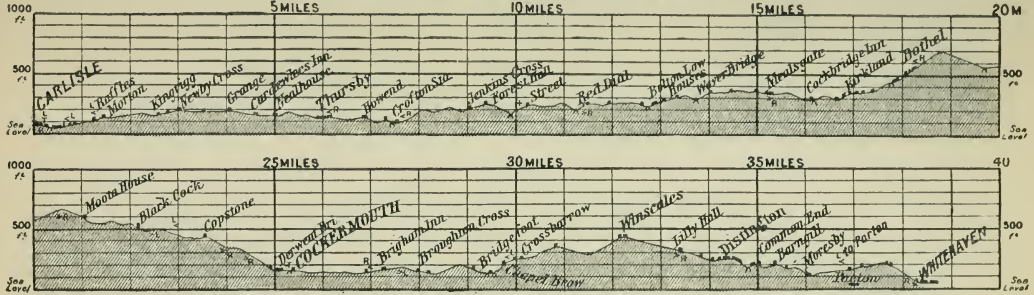
Measurements.

Carlisle,* Market Place.		
5½	Burgh.	
11⅝	6⅛	Port Carlisle.
12⅞	7⅜	1¼ Bowness.*

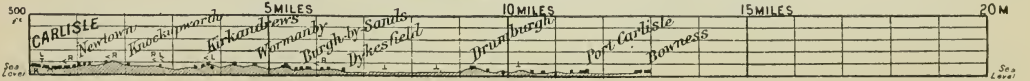
Principal Objects of Interest.—After Burgh the country is flat and uninteresting.

Hotels or Inns at places marked*.

Route 162. Carlisle to Whitehaven.



Route 163. Carlisle to Port Carlisle, &c.



164 Carlisle to Maryport, &c.

Description.—Class II. The road has a very good surface as far as Wigton; thereafter it is not quite so good, and there is one awkward hill shortly before Crosby. The branch to Allonby has rather better surface, and in going south is sometimes used in preference to the more direct road.

Gradients.—At 15¼m. 1 in 20; 23¼m. 1 in 13 (dangerous).

Milestones.—Measured from Market Place, Carlisle, as far as Wigton; after Wigton, measured from Whitehaven Market, by Allonby.

Measurements.

Carlisle,* Market Place.				
6	Thursby.*			
11⅜	5⅜	Wigton.*		
19¾	13¾	8⅜	Aspatria.*	
27½	21½	16⅛	7¾	Maryport,* St. Mary's Church.
23¼	17¼	11⅞	Allonby,* Ship Hotel.	

Principal Objects of Interest.—Pleasant agricultural country, coal mines about Maryport.

Hotels or Inns at places marked *, and at Cardewlees, Smithfield, Waverton, and Crosby; also at Wellington, on the Allonby branch.

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165 Brampton to Alston.

Description.—Class II. The road has a fairly good surface throughout, but it is a little rough out of Brampton, near Midgeholme, and within a few miles of Alston.

Gradients.—At ¾m. 1 in 15; 3¼m. 1 in 18-14; 7m. 1 in 21; 14½m. 1 in 23; 15m. 1 in 13-10 (dangerous); 16½m. 1 in 20; 17¼m. 1 in 15.

Milestones.—Measured from Town Hall, Alston.

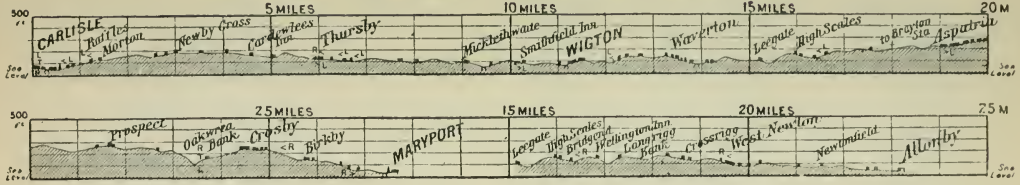
Measurements.

Brampton,* Market.			
3½	Hallbank Gate.*		
13	9½	Knarsdale.	
18⅞	15⅜	5⅞	Alston,* Town Hall.

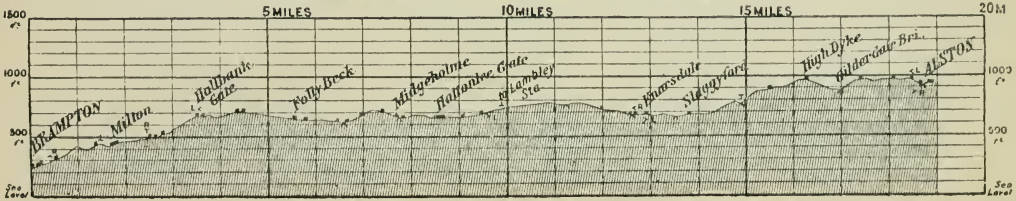
Principal Objects of Interest.—Rather dreary road. Lambley: Featherstone Castle. Alston: Cross, Nattrass Gill.

Hotels or Inns at places marked *, and at Lambley Station.

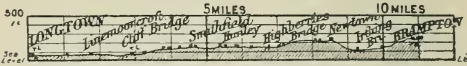
Route 164. Carlisle to Maryport, or Allonby.



Route 165. Brampton to Alston.



166 LONGTOWN TO BRAMPTON.



Description.—Class II. The road has good surface throughout, but is undulating.

Gradients.—At 8¾m. 1 in 23.

Milestones.—Measured from Longtown.

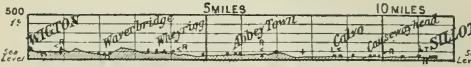
Measurements.

Longtown.*
4⅝ Smithfield.*
11 6⅝ Brampton,* Town Hall.

Principal Objects of Interest.—8½m., Roman Wall. Brampton: Lanercost Priory, Naworth Castle.

Hotels or Inns at places marked*, and at Cliff Bridge, and Cambeck Bridge.

167 WIGTON TO SILLOTH.



Description.—Class III. A narrow but fair undulating road, and inclined to be soft.

Gradients,—At 2½m. 1 in 15; 7½m. 1 in 15.

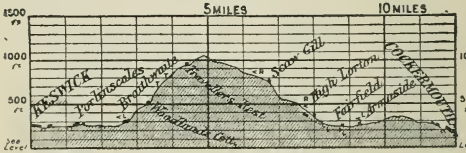
Measurements.

Wigton.*
5⅞ Abbey Town.
11½ 5⅝ Silloth.*

Principal Objects of Interest.—Flat, and uninteresting country.

Hotels or Inns at places marked*.

168 KESWICK TO COCKERMOUTH.



Description.—Class III. The best road is by Bassenthwaite. This road is rough and hilly as far as Lorton; thereafter good.

Gradients.—At 3½m. 1 in 9; 7m. 1 in 10 (both dangerous turns); 8m. 1 in 17.

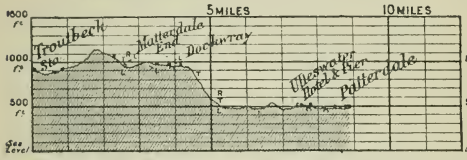
Measurements.

Keswick,* Town Hall.
7¾ Lorton,* Inn.
12 4¼ Cockermouth,* Bridge.

Principal Objects of Interest.—Fine view of the Vale of Lorton. Cockermouth: Castle.

Hotels or Inns at places marked *, and at Portinscales, and Braithwaite.

TROUTBECK TO PATTERDALE. 169



Description.—Class III. A fairly good road to Dockwray, then a steep and rough descent to Ullswater; thereafter good surface.

Gradients.—At 1½m. 1 in 11; 2½m. 1 in 10; 4¾m. 1 in 9 (all dangerous).

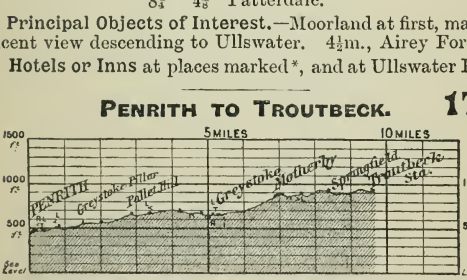
Measurements.

Troutbeck Station.
3⅞ Dockwray.*
8¾ 4⅞ Patterdale.*

Principal Objects of Interest.—Moorland at first, magnificent view descending to Ullswater. 4½m., Airey Force.

Hotels or Inns at places marked *, and at Ullswater Pier.

PENRITH TO TROUTBECK. 170



Description.—Class II. The road has tolerable surface, and is rather easier than the direct road.

Measurements.

Penrith,* Fountain.
5⅛ Greystoke, Cross.
9⅝ 4½ Troutbeck Station.

Principal Objects of Interest.—1½m., Greystoke Pillar. Greystoke: Park.

Hotels or Inns at places marked *.

171 WHITEHAVEN TO SILLOTH.

Description.—Class II. Good but hilly road to Workington; thereafter splendid level road.

Gradients.—At ¾m. 1/20; 4¼m. 1/18; 7½m. 1/17.

Measurements.

Whitehaven,* Market.			
8	Workington,* Market Place.		
14¼	6¼	Maryport,* St. Mary's Church.	
19¼	11¼	5	Allonby,* Ship Hotel.
26⅝	18⅝	12⅜	7⅜ Silloth,* Solway Hotel.

Principal Objects of Interest.—Fine views of the ocean. Pleasant road along the shore after Maryport.

Hotels or Inns at places marked*, and at Distington, Flimby, and Beckfoot.

172 WHITEHAVEN TO RAVENGLASS.

Description.—Class III. Fairly good, but hilly road.

Gradients.—At ¾m. 1/13; 1½m. 1/15; 2½m. 1/19; 4¾m. 1/12 (dangerous); 6¼m. 1/16; 11m. 1/23; 11¾m. 1/13; 17½m. 1/15.

Measurements.

Whitehaven,* Market Place.		
5⅝	Egremont.*	
17¾	12	Ravenglass.*
(13¾	8⅛	Seascales.*)

Principal Objects of Interest.—Calder Bridge: Abbey.

Hotels or Inns at places marked *, and at Hensingham, Calder Bridge, Gosforth, and Holmrook.

173 KESWICK TO WORKINGTON.

Description.—Class II. The road has a fine surface along Bassenthwaite Lake, and thereafter is good, though slightly hilly. Chapel Brow is slightly dangerous.

Gradients.—At 11½m. 1/25; 18m. 1/13; 20¾m. 1/15.

Measurements.

Keswick,* Town Hall.			
7⅞	Bassenthwaite Lake Station.*		
13⅝	5¾	Cockermouth,* Bridge.	
21⅛	13¼	8	Workington,* Market Place.

Principal Objects of Interest.—Magnificent view of Skiddaw, and pleasantly wooded road. Cockermouth: Cas.

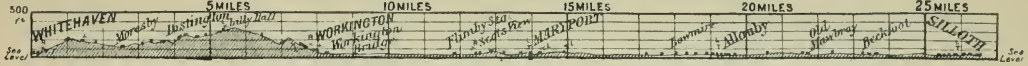
Hotels or Inns at places marked*, and at Portinscales, Thornthwaite, Bassenthwaite Sta., Brigham, & Bridgefoot.

174 KESWICK TO WIGTON.

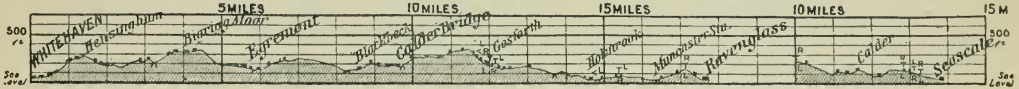
Description.—Class III. The road has good surface, though hilly and slightly rough between Castle Inn and Bothel.

Gradients.—At 5½m. 1/22; 6m. 1/19; 7½m. 1/17; 8m. 1/24; 13½m. 1/21; 11½m. 1/13; 12¾m. 1/17; 19¾m. 1/16.

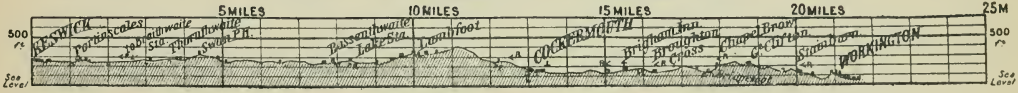
Route 171. Whitehaven to Silloth.



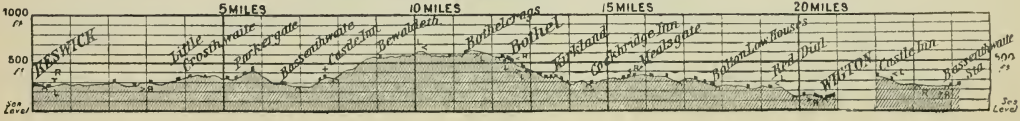
Route 172. Whitehaven to Ravenglass.



Route 173. Keswick to Workington.



Route 174. Keswick to Wigton.



Measurements.
Keswick,* Town Hall.
$7\frac{5}{8}$ Castle Inn.*
$12\frac{3}{8}$ $4\frac{3}{4}$ Bothel,* Inn.
$20\frac{7}{8}$ $13\frac{1}{4}$ $8\frac{1}{2}$ Wigton.*

Castle Inn * to Bassenthwaite Lake Station,* 2m.

Principal Objects of Interest.—Good view of the Lorton Fells. The road by the other side of the lake is prettier.

Hotels or Inns at places marked*, and at Mealsgate, &c.

175 KESWICK TO BUTTERMERE.

Description.—Class III. The road though undulating has good surface as far as Seatoller, though somewhat cut up with coaching traffic. After that the road is simply a mass of loose stones over a hill that is almost too steep for even coaching traffic. Approaching Buttermere the surface is better.

Gradients.—At 8m. 1 in 6 (very dangerous); $9\frac{1}{4}$m. 1 in 6 (very dangerous); 11m. 1 in 11; $13\frac{1}{4}$m. 1 in 11.

Measurements.
Keswick,* Town Hall.
3 Borrowdale Hotel.*
6 3 Rosthwaite.*
$13\frac{1}{4}$ $10\frac{1}{4}$ $7\frac{1}{4}$ Buttermere.*

Principal Objects of Interest.—A delightful road near Derwentwater. 2m., Barrow Falls. 3m., Lowdore Falls. 5m., Bowder Stone. 9m., Honister Pass. Buttermere: Scale Force, Sour Milk Force.

Hotels or Inns at places marked *, and at Seatoller.

176 MARYPORT TO BUTTERMERE.

Description.—Class II. & III. Good surface as far as Lorton, after that the road is narrow and rather poor, with several pretty steep hills.

Gradients.—At 1m. 1 in 20-24; $6\frac{1}{4}$m. 1 in 16; $13\frac{1}{4}$m. 1 in 15; 14m. 1 in 20; $14\frac{3}{4}$m. 1 in 16; $16\frac{3}{4}$m. 1 in 8 (dangerous); $17\frac{1}{4}$m. 1 in 15.

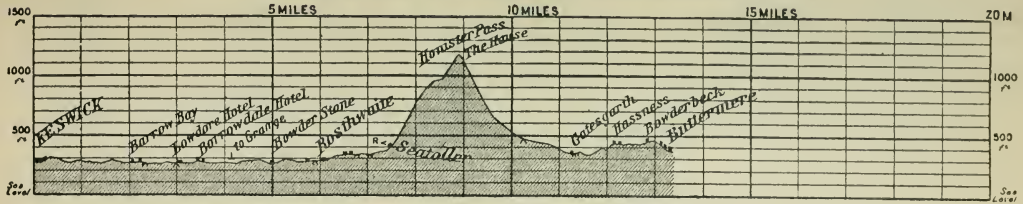
Milestones.—Measured from Cockermouth Bridge in both directions.

Measurements.
Maryport,* St. Mary's Church.
7 Cockermouth,* Bridge.
$10\frac{7}{8}$ $3\frac{7}{8}$ Lorton.*
($13\frac{3}{4}$ $6\frac{3}{4}$ $2\frac{7}{8}$ Scale Hill Hotel.*)
$17\frac{3}{8}$ $10\frac{3}{8}$ $6\frac{1}{2}$ Buttermere.*

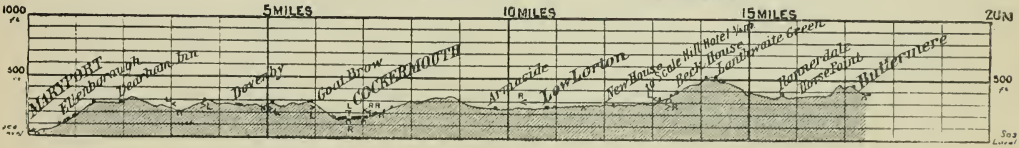
Principal Objects of Interest.—Cockermouth: Castle. $10\frac{1}{2}$m., "Vale of Lorton." The road skirts Crummock Water. Buttermere: Scale Force, Sour Milk Force.

Hotels or Inns at places marked *, and at Dearham, and Dovenby.

Route 175. Keswick to Buttermere.



Route 176. Maryport to Buttermere.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.
The directions R (right) and L (left) for the forward journey are above the Road Line those of the reverse, below.

177 PENRITH TO WINDERMERE.

Description.—Class III. The road has rather a good surface, but is somewhat undulating to Patterdale; after that the road begins to degenerate, and is rather rough about the summit of Kirkstone Pass. The road improves again near Troutbeck, and thereafter has fairly good surface. The branch road from Kirkstone to Ambleside is perfectly precipitous, and has wretched surface.

Gradients.—At 5½m. 1 in 15; 7m. 1 in 17; 9¼m. 1 in 17; 13m. 1 in 16; 20m. 1 in 8 (dangerous); 21m. 1 in 14; 23½m. 1 in 11-16; 24¼m. 1 in 17; 25½m. 1 in 20; 26¾m. 1 in 10. Descent to Ambleside from Kirkstone 1 in 6 (dangerous turn), then mostly 1 in 7.

Measurements.

Penrith,* Fountain.						
5¾	Pooley Bridge.*					
14	8¼	Ullswater Hotel,* and Pier.				
15¼	9½	1¼	Patterdale.*			
20⅝	14	6⅝	5⅜	Kirkstone Inn.*		
23¾	18	9¾	8⅝	3¼	Troutbeck.*	
27⅝	21¾	13¾	12¾	7	3¾	Windermere,* Station.
23⅜	17⅞	9⅝	9⅜	3	Ambleside.*)	

Principal Objects of Interest.—1½m., King Arthur's Round Table, Brougham Castle. Charming road along Ullswater. 11½m., Lyulphs Tower, and Airey Force. 20¼m., The Kirk Stone. Charming scenery in the Troutbeck valley.

Hotels or Inns at places marked*, and at Eamont Bridge, Brackenrigg, and Kirkstonefoot.

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178 PENRITH TO KESWICK.

Description.—Class II. The road has fairly good surface, but is very hilly almost the whole way. The road is also a little loose near Troutbeck. Several slightly dangerous hills.

Gradients.—At 1¾m. 1 in 15; 3m. 1 in 13; 4¾m. 1 in 19; 7¼m. 1 in 18; 18½m. 1 in 19; 9½m. 1 in 16-19; 11¼m. 1 in 13-16; 12½m. 1 in 10; 13¼m. 1 in 14; 14½m. 1 in 13; 17m. 1 in 13.

Milestones.—Measured from Corn Market, Penrith.

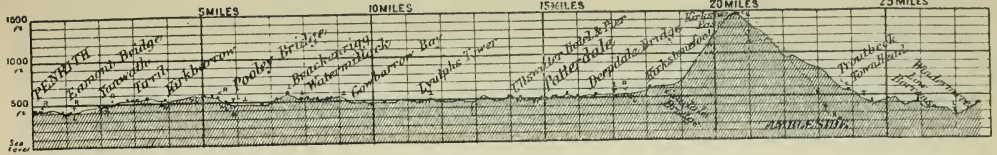
Measurements.

Penrith,* Fountain.			
8¾	Troutbeck Station.*		
13½	4⅝	Threlkeld.*	
18½	9¼	4⅝	Keswick,* Town Hall.

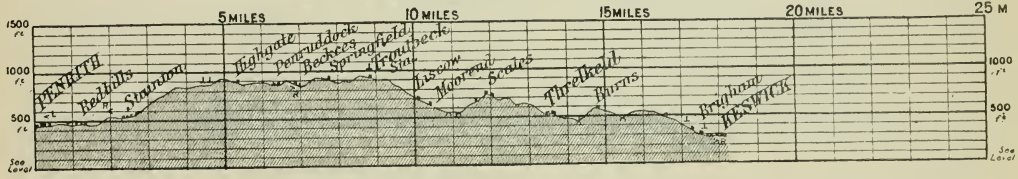
Principal Objects of Interest.—A rather bleak road most of the way. Keswick: Lowdore Falls, Skiddaw, Bowderstone, St. John's Vale. Bassenthwaite, and Derwentwater. A prettier road is by Greystoke.

Hotels or Inns at places marked *, and at Penruddock.

Route 177. Penrith to Windermere.



Route 178. Penrith to Keswick.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

179 Penrith to Mardale Green.

Description.—Class III. The road has good surface as far as Bampton; after that it is apt to be soft. The road from Shap to Bampton is in fairly good condition.

Gradients.—At 6¾m. 1 in 14; 9m. 1 in 15. Shap Branch—Descent to Bampton Grange 1 in 13-15-19.

Measurements.

Penrith,* Fountain.			
4⅞	Askham.		
8⅝	3¾	Bampton.	
14½	9⅝	5⅞	Mardale Green.*

Shap to Mardale Green, 9¾m.

Principal Objects of Interest.—1¼m., King Arthur's Round Table. Askham: Lowther Castle. Fine scenery at Hawes Water.

Hotels or Inns at places marked*.

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180 Penrith to Alston.

Description.—Class II. The road has a good surface, but is pretty hilly to Melmerby; thereafter there is a long winding ascent on which the surface is fairly good. At the summit the road is a little rough, but it improves near Alston. There are several sharp turns between Hartside Cross and Melmerby.

Gradients.—At 5¼m. 1 in 10; 6m. 1 in 13; 8¼m. 1 in 22. Ascent from Melmerby 1 in 18 to 1 in 22; 18m. 1 in 20; 18¾m. 1 in 18.

Milestones.—Rather irregular. At first from Penrith; afterwards from Alston, Town Hall.

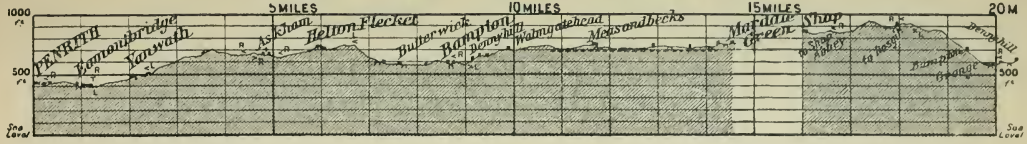
Measurements.

Penrith,* Fountain.			
4⅞	Longwathby.*		
9	4⅛	Melmerby,* Inn.	
19⅝	14¾	10⅝	Alston,* Town Hall.

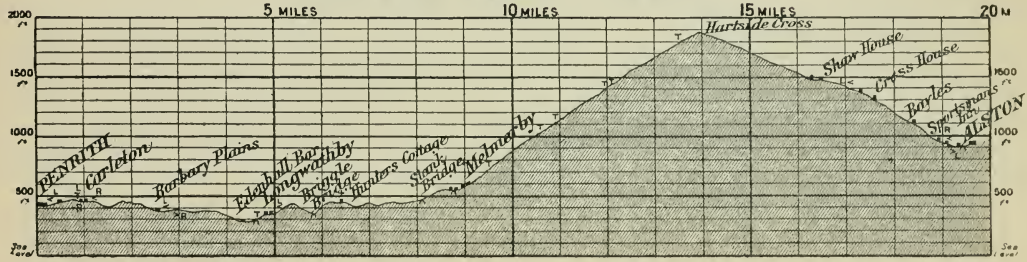
Principal Objects of Interest.—Longwathby: "Long Meg and her Daughters." Magnificent view of the Eden valley from the hill above Melmerby. Alston: Lead mines, Cross, Nattrass Gill.

Hotels or Inns at places marked*, and at Carleton.

Route 179. Penrith to Mardale Green, &c.



Route 180. Penrith to Alston.



181 PENRITH TO BOWES.

Description.—Class II. The road has a fine surface at first, but falls off very much approaching Appleby. Between there and Brough the road is rather loose, and with several hills. From Brough to Bowes is a very poor road, with a long section about the summit in a wretched state. After Spittal Bridge the surface is tolerable, and it improves very much nearing Bowes.

Gradients.—At 1¼m. 1 in 23-14; 12¼m. 1 in 22; 12½m. 1 in 21; 13½m. 1 in 14; 14m. 1 in 24; 14¼m. 1 in 17; 15m. and 15¼m. 1 in 23; 19¾m. 1 in 16; 21½m. 1 in 13; 21¾m. 1 in 15; 22½m. 1 in 13; 23¼m. 1 in 13; 24½m. 1 in 12; 25m. 1 in 14; 26¾m. 1 in 18; 32¼m. 1 in 21; 33m. 1 in 21.

Milestones.—Measured from Appleby, Cross. In Yorkshire, from Scotch Corner.

Measurements.

Penrith,* Fountain.				
6⅝	Temple Sowerby.*			
13⅛	6½	Appleby,* Bridge.		
21⅛	14½	8	Brough,* Bridge.	
34½	27⅞	21⅜	13⅜	Bowes,* P.O.

Principal Objects of Interest.—2¾m., Brougham Castle. 2⅛m., Countess Pillar. 9½m., Powis Castle. Appleby: Castle, Church. 28m., Roman Camp. Bowes: Dotheboys Hall. Very dreary road through Stainmoor Forest.

Hotels or Inns at places marked *, and at Kirkby Thore, Crackenthorpe, Warcop, and Punchbowl Inn.

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182 PENRITH TO WIGTON.

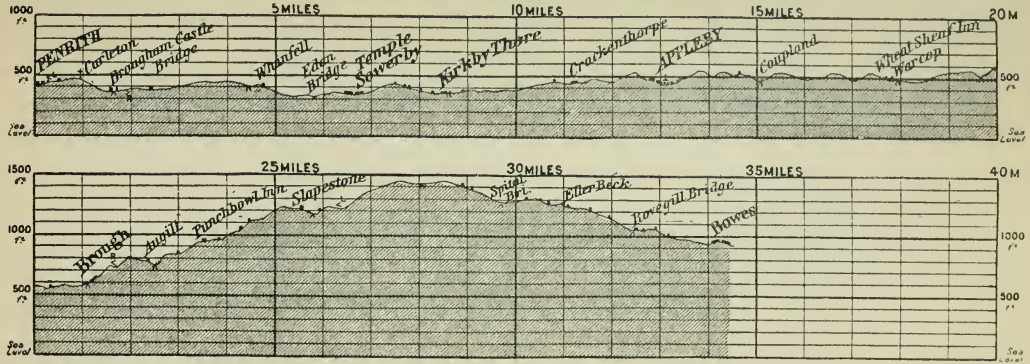
Description.—Class III. The road is narrow and undulating, but has a good surface for the first ten miles; after that it is poorer, with dangerous hills at Sebergham; thereafter improving to Wigton.

Gradients.—At ¼m. 1 in 13; 13m. 1 in 12; 13½m. 1 in 12 (both dangerous).

Principal Objects of Interest.—Agricultural country.

(Continued on next page.)

Route 181. Penrith to Bowes.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.

The directions **R** (right) and **L** (left) for the forward journey are above the Road Line, those of the reverse, below.

(Route 182 continued.) Measurements.

Penrith,* Fountain.
$6\frac{5}{8}$ Skelton.*
$13\frac{1}{4}$ $6\frac{5}{8}$ Sebergham,* Inn.
$21\frac{1}{2}$ $14\frac{3}{8}$ $8\frac{1}{4}$ Wigton.*

Hotels or Inns at places marked *, and at Newton Regny, Laithes, and Rosley.

---

183 Ambleside to Grange.

Description.—Class III. Good road along Derwent Water to Bowness; thereafter rather hilly, but with fair surface. The Troutbeck branch is rather steep.

Gradients.—At $4\frac{1}{4}$m. 1 in 17; 6m. 1 in 20; $6\frac{3}{4}$m. 1 in 21; 10m. 1 in 14; $18\frac{1}{2}$m. 1 in 11 (dangerous); $18\frac{3}{4}$m. 1 in 13.

Measurements.

Ambleside.*
$5\frac{3}{4}$ Bowness.*
$13\frac{1}{2}$ $7\frac{3}{4}$ Newby Bridge.*
$19\frac{5}{8}$ $13\frac{3}{4}$ $6\frac{1}{2}$ Grange.*
Ambleside to Troutbeck, $4\frac{3}{4}$m.

Principal Objects of Interest.—Splendid views of Windermere, but the scenery is not so fine as at the north end of the lake. Splendid views from the Troutbeck road.

Hotels or Inns at places marked *, and at Waterhead, Low Wood, Troutbeck Bridge, Beech Hill, and Lindale.

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184 Ambleside to Ulverston.

Description.—Class III. A rather hilly road, but with fairly good surface to Coniston; after that a very undulating road with tolerable surface. Dangerous turn descending to Waterhead, and at Sunnybank.

Gradients.—At $2\frac{1}{2}$m. 1 in 22-15-13; $4\frac{1}{2}$m. 1 in 11; 6m. 1 in 9 (dangerous); $11\frac{1}{2}$m. 1 in 12 (dangerous); $17\frac{1}{2}$m. 1 in 10.

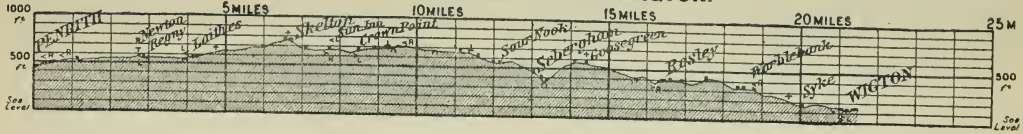
Measurements.

Ambleside.*
$7\frac{3}{4}$ Coniston.*
$13\frac{1}{2}$ $5\frac{3}{4}$ Lake Bank.*
19 $11\frac{1}{4}$ $5\frac{1}{2}$ Greenodd.
$22\frac{5}{8}$ $14\frac{7}{8}$ $9\frac{1}{8}$ $3\frac{5}{8}$ Ulverston.*

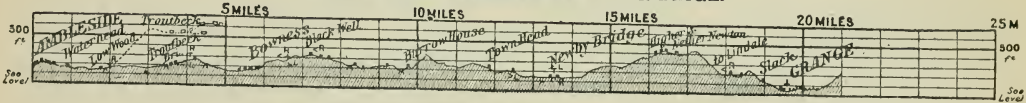
Principal Objects of Interest.—Fine view of the mountains from Barnsgate Inn; fine views of Coniston Lake descending to Waterhead. Coniston: Tarn Hows, Yewdale, Tilberthwaite Gill, Old Man.

Hotels or Inns at places marked *, and at Barngates, Waterhead, Torver, and Lowick Bridge.

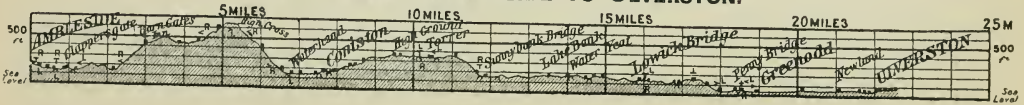
Route 182. Penrith to Wigton.



Route 183. Ambleside to Grange.



Route 184. Ambleside to Ulverston.



185 KENDAL TO BARROW.

Description.—Class II. Fine surface to Levens Bridge, then fair to Lindale. Thence to Newby Bridge the road is pretty hilly; but thereafter has good surface to Ulverston. The remainder is rather hilly and with only fair surface—rather lumpy near Barrow.

Gradients.—At 1m. and 5m.1/20; 11m.1/10 (dangerous); 14½m.1/18; 15¼m.1/15; 26½m.1/15; 28¾m.1/16; 29¾m.1/13; 31¼m.1/15; 31½m.1/14.

Milestones.—Measured from Market Place, Kendal; then from Milnethorpe. Afterwards from Market, Ulverston.

Measurements.

Kendal,* Fishmarket.						
5⅛	Levens Bridge.					
11⅝	6½	Lindale.*				
16¾	11⅝	5⅛	Newby Bridge.*			
25¼	20⅜	13⅞	8¾	Ulverston,* Market Place.		
30	24⅞	18⅜	13¼	4½	Dalton.*	
34	28⅞	22⅜	17¼	8½	4	Barrow,* Town Hall.

Principal Objects of Interest.—3¾m., Sizergh Hall. ULVERSTON: Hoad Hill, Conishead Priory. 31¾m., Furness Abbey. BARROW: Town Hall, Piel Castle.

Hotels or Inns at places marked*, and at Gilpins Bridge, Newton, Haverthwaite, Lindal, Melton, & Furness Abbey.

186 KENDAL TO KESWICK.

Description.—Class II. Good surface throughout. A hilly road to Windermere, then undulating to Grasmere, after that long hills, but with good surface to Keswick. The new road by Armboth, though longer, is rather easier.

Gradients.—At ½m.1/12 (dangerous); 1¼m.1/21; 3m.1/20; 7½m.1/21; 7¾m.1/10 (dangerous); 8¼m.1/14-25; 19m. mostly 1/12 (dangerous); 20¾m.1/18; 23½m.1/16; 25¼m.1/19; 27¾m. 1/16-12; 28½ and 29¼m.1/10 (dangerous); descent to Keswick on second road 1/10 (dangerous).

Milestones.—Measured from Market Place, Kendal.

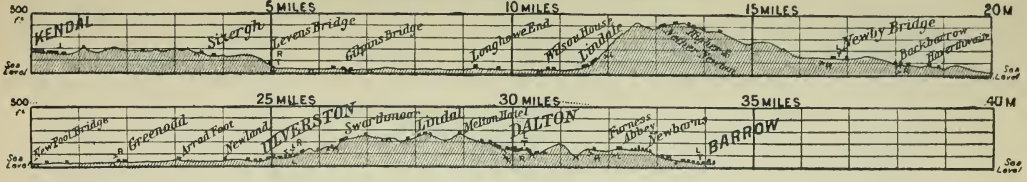
Measurements.

Kendal,* Fishmarket.					
8½	Windermere,* Station.				
13⅜	4⅞	Ambleside.*			
23⅞	15⅜	10½	Thirlspot Inn.*		
29⅞	21⅜	16½	6	Keswick,* Town Hall.	
30⅝	22⅛	17¼	13¼	Keswick,* (*by Armboth*).	

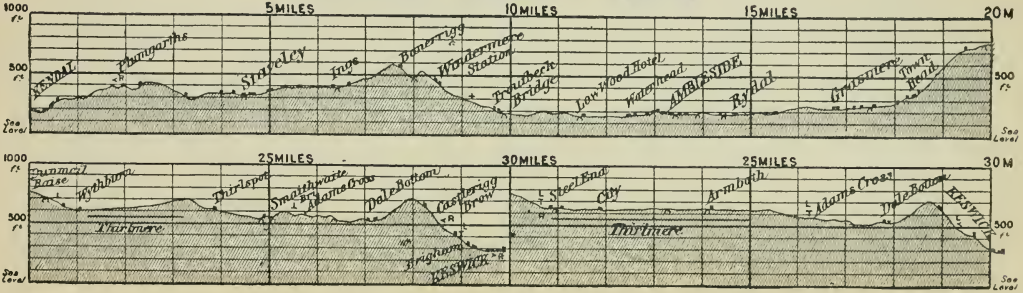
Principal Objects of Interest.—Ambleside: Stock Ghyll, &c., &c. 14¾m., Rydal Mount. 15m., Nab Cottage. 20m., Dunmail Raise. 22m., Thirlmere Reservoir. Keswick: Derwentwater, Bassenthwaite, Skiddaw, &c., &c.

Hotels or Inns at places marked*, and numerous others.

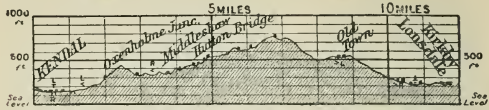
Route 185. Kendal to Barrow.



Route 186. Kendal to Keswick.



187 Kendal to Kirkby Lonsdale.



Description.—Class III. A poor and exceedingly hilly road. The usual way is by Crooklands.

Gradients.—At 2m. 1 in 11. Others mostly 1 in 15.

Milestones.—Measured from Nether Bridge, Kendal.

Measurements.

Kendal,* Fishmarket.
4½ Hutton Bridge.
11¾ 7¼ Kirkby Lonsdale,* Market Place.

Hotels or Inns at places marked *.

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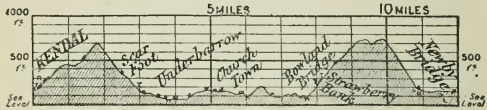
188 Kendal to Newby Bridge.



Description.—Class III. The road has poor surface, and the hills are almost precipitous. It is never used as a through road. Go either by Lindale or Bowness.

Gradients.—At ½m. 1 in 12; 1½m. 1 in 8; 2½m. 1 in 10; 8m. 1 in 9; 10½m. 1 in 8 (all exceedingly dangerous).

Measurements.

Kendal,* Fishmarket.
5¼ Churchtown.*
11⅞ 6⅝ Newby Bridge.*

Principal Objects of Interest.—Dreary moorland on the higher parts.

Hotels or Inns at places marked *,

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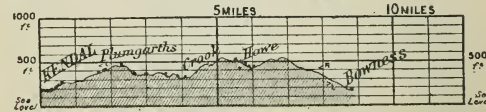
189 Kendal to Bowness.



Description.—Class III. The road has tolerably good surface, but is very hilly.

Gradients.—At ½m. 1 in 12; 2½m. 1 in 11; 4½m. 1 in 10; 7¼m. 1 in 12; 8½m. 1 in 19 (several dangerous).

Milestones.—Measured from Market Place, Kendal.

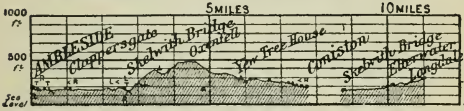
Measurements.

Kendal,* Fishmarket.
8¾ Bowness.*

Principal Objects of Interest.—Moorland road.

Hotels or Inns at places marked *.

AMBLESIDE TO CONISTON, &c. 190



Description.—Class III. Good road to Skelwith Bridge; thereafter rather loose.

Gradients.—At 3m. 1 in 10 (dangerous); 4m. 1 in 11; 5m. 1 in 15.

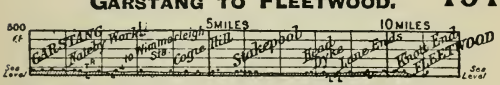
Measurements.

Ambleside.*
2¾ Skelwith Bridge.*
(5 2¼ Langdale.*)
7¾ 5 Coniston.*

Principal Objects of Interest.—2¾m., Skelwith Force. 5¾m., Yew tree (site). Coniston: Tilberthwaite Gill, Old Man, Ruskin's House.

Hotels or Inns at places marked *, and at Elterwater.

GARSTANG TO FLEETWOOD. 191



Description.—Class III. Level road, but rather poor surface near Pilling. Ferry to Fleetwood (¼m.).

Measurements.

Garstang.*
5¾ Stake Pool (Pilling Station).
11⅛ 5¼ Fleetwood,* Station.

Hotels or Inns at places marked *.

192 Kendal to Appleby.

Description.—Class III. This is not a particularly good road, being very hilly, and with many short, sharp undulations nearly the whole way. The surface is fairly good as far as Orton, after that it is very rough, but improves near Appleby.

Gradients.—Mostly dangerous. At 2½m. 1 in 11-14; 4¼m. 1 in 9; 5m. 1 in 10; 5¾m. 1 in 10; 7½m. 1 in 13; 8¼m. 1 in 10; 9½m. 1 in 13; 12¼m. 1 in 13; 15½m. 1 in 9-13; 17m. 1 in 15; 20¼m. 1 in 14; 21m. 1 in 19; 21½m. 1 in 16.

Measurements.

Kendal,* Fish Market.				
5⅜	Grayrigg.			
11⅜	6	Tebay,* Station.		
14⅝	9¼	3¼	Orton.	
24½	19⅛	13⅛	9⅞	Appleby,* Bridge.

Principal Objects of Interest.—Fine views of the Tebay Fells. Appleby: Castle, Cross.

Hotels or Inns at places marked*, and at Low Borrow Bridge, and Hoff.

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193 Kendal to Kirkby Stephen, &c.

Description.—Class III. As Route 192 for the first ten miles, thereafter a moderate, undulating road to Newbiggin; after that it is rather rough, but improves very much near Kirkby Stephen and is good till past Kaber, whence the road is very rough right on to Bowes.

Gradients.—As Route 192 for the first ten miles; then at 15¼m. 1 in 15; 19¾m. 1 in 8 (dangerous); 20¾m. 1 in 15; 22½m. 1 in 10 (dangerous); 28½m. 1 in 9 (dangerous turns); 29½m. 1 in 11 (dangerous).

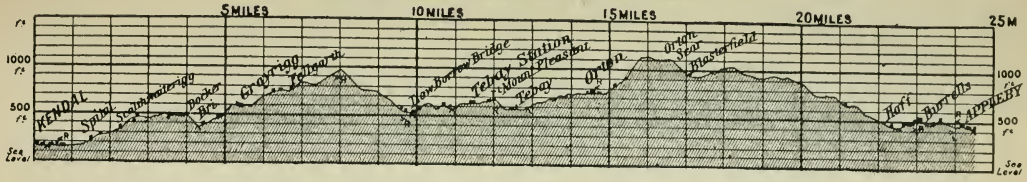
Measurements.

Kendal,* Fish Market.				
11⅜	Tebay,* Station.			
19	7⅝	Ravenstonedale.		
23¾	12⅜	4¾	Kirkby Stephen,* Market Place.	
29	17⅝	10	5¼	Slip Inn.*
39⅜	28	20⅜	15⅝	10⅜ Bowes.*

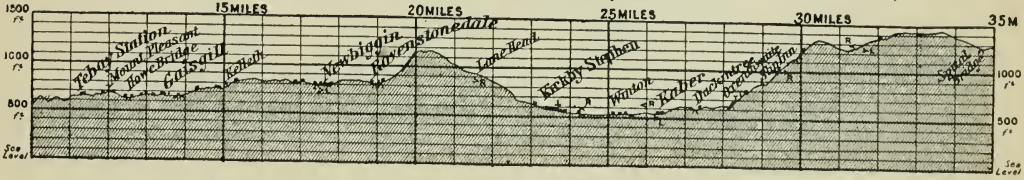
Principal Objects of Interest.—Fine views of the Tebay Fells near Grayrigg. Rather dreary till near Kirkby Stephen.

Hotels or Inns at places marked*, and at Kaber.

Route 192. Kendal to Appleby.



Route 193. Kendal to Kirkby Stephen, &c. *(First 10 miles as above).*



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.
The directions R (right) and L (left) for the forward journey are above the Road Line those of the reverse, below.

194 Kendal to Hawes.

Description.—Class III. & II. From Kendal to Sedbergh, the road has rough surface, and the hills are perfectly precipitous. After Sedbergh the road is fairly good, but rather undulating for some miles. Near Smorthwaite the road is rather easier, but the surface is not quite so good, and is very poor approaching Moor Cock. From this point the road is rather better into Hawes.

Gradients.—At 1½m. 1 in 9 (very dangerous); 4¼m. 1 in 11-13; 5¼m. 1 in 13; 7¼m. 1 in 11 (very dangerous); 12¾m. 1 in 13; 21¾m. 1 in 15; 22½m. 1 in 16; 23½m. 1 in 15.

Milestones.—Measured from Stramongate Bri., Kendal.

Measurements.

Kendal,* Fish Market.				
10⅜	Sedbergh,* Market.			
16½	6⅛	Smorthwaite.		
20½	10⅛	4	Moor Cock Inn.*	
26	15⅝	9½	5½	Hawes,* Market House.

Principal Objects of Interest.—Sedbergh: School, Ch. Pretty scenery in Garsdale. Hawes: Hardrow Force.

Hotels or Inns at places marked *.

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195 Kirkby Stephen to Askrigg.

Description.—Class II. & III. The road has good surface as far as Outhgill, after which it is a poor road until near Moor Cock, where the surface improves. Between Hardraw and Grange it is a pretty rough road. The usual way is by Hawes.

Gradients.—At 7¾m. 1 in 17; 12¾m. 1 in 15; 13¼m. 1 in 16; 14m. 1 in 15; 16m. 1 in 10 (dangerous).

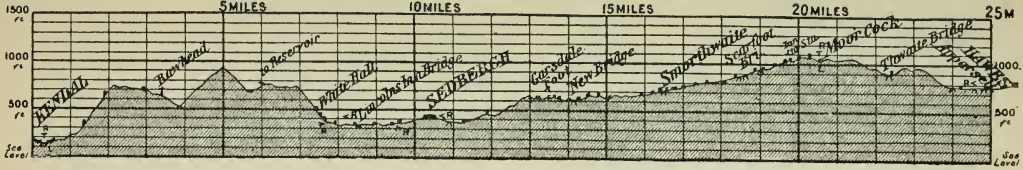
Measurements.

Kirkby Stephen,* Market Place.			
5	Outhgill.		
11¼	6¼	Moor Cock Inn.*	
15⅞	10⅞	4⅝	Hardraw.*
21⅛	16⅛	9⅞	5¼ Askrigg,* Cross.

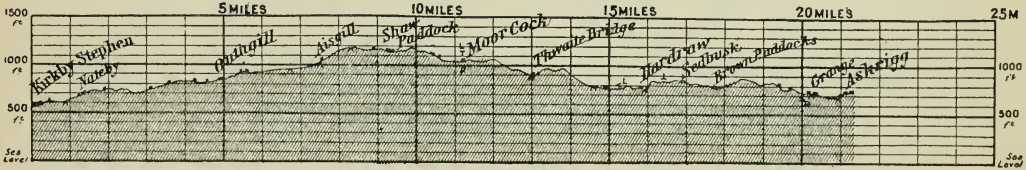
Principal Objects of Interest.—4¼m., Pendragon Castle, rather dreary thereafter. Hardraw: Force.

Hotels or Inns at places marked *.

Route 194. Kendal to Hawes.



Route 195. Kirkby Stephen to Askrigg.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.

The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

196 SEDBERGH TO SHAP.

Description.—Class III. The road has tolerably good surface for the first few miles, but the hills are very steep. After Fairmilegate, as far as Low Borrow Bridge, the surface is very poor, but improves thereafter to Tebay. From Tebay to Shap Gate is good at first, but after Orton is a rough moorland road.

Gradients.—At ½m. 1 in 14; 1½m. 1 in 15; 1¾m. 1 in 14; 2½m. 1 in 8 (very dangerous); 3m. 1 in 10 (dangerous); 6¾m. 1 in 17; 7½m. 1 in 15; 9¾m. 1 in 13; 13½m. 1 in 19; 16m. 1 in 12; 16¾m. 1 in 14.

Measurements.

Sedbergh,* Market.			
8¾	Tebay,* Station.		
12½	3¼	Orton.	
(15½	6⅝	3⅜	Shap Wells Hotel.*)
18¼	9⅝	6⅛	Shap,* Greyhound Inn.

Principal Objects of Interest.—Pretty scenery at first, then rather dreary past Tebay, bleak moorland after Orton. Shap: Abbey.

Hotels or Inns at places marked,* and at Low Borrow Bridge Inn.

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197 BARROW TO RAVENGLASS.

Description.—Class III. The road is bumpy at first, but has fairly good surface after Furness Abbey; thereafter a moderately good road, but with several steep hills to Broughton. From Broughton to Ravenglass, although the road has tolerably good surface, there are innumerable short hills—several dangerous—and in some parts the road is soft.

Gradients.—At 2¾m. 1 in 14; 3m. 1 in 15; 4½m. 1 in 11; 5¾m. 1 in 21; 6¾m. 1 in 10; 14m. 1 in 11; 15¼m. 1 in 8; 18m. 1 in 10; 20¼m. 1 in 11; 21¼m. 1 in 11; 25m. 1 in 12; 33m. 1 in 13; 33¾m. 1 in 9; 35m. 1 in 13-15-12; 36¾m. 1 in 16.

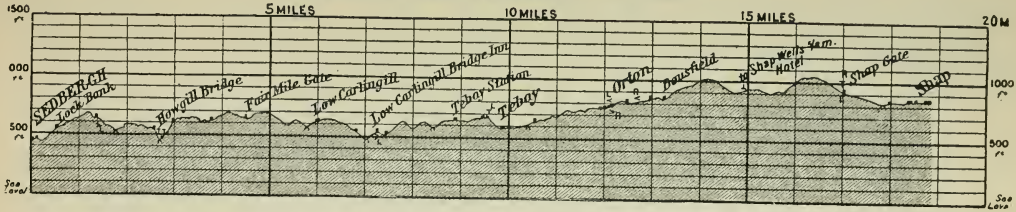
Measurements.

Barrow,* Town Hall.				
4	Dalton.*			
14¾	10¾	Broughton.*		
21	17	6¼	Millom.*	
29⅛	25⅛	14¾	8⅛	Bootle.*
37⅞	33⅞	22⅝	16⅜	8¼ Ravenglass.*

Principal Objects of Interest.—2½m., Furness Abbey, Millom: Castle. Ravenglass: Muncaster Castle.

Hotels or Inns at places marked*, and at Holmes Green, Silecroft, Park Nook, &c.

Route 196. Sedbergh to Shap.



Route 197. Barrow to Ravenglass.

198 Lancaster to Kirkby Stephen, &c.

Description.—Class II. The road has splendid surface all the way to Kirkby Lonsdale, which lies slightly off the main road; after that it is a good undulating road to Sedbergh, beyond which it is a rough and stony road till near Kirkby Stephen, when the surface improves.

Gradients.—At 16½m. 1 in 18; 18¼m. 1 in 15; 23½m. 1 in 20; 28¼m. 1 in 13; 29¼m. 1 in 12; 36¾m. 1 in 16; 38½m. 1 in 18; 44m. 1 in 15; 44½m. 1 in 16.

Milestones.—Measured from Germany Street, Lancaster; after Greeta Bridge, from Sedbergh Market.

Measurements.

Lancaster,* Market.					
9	Hornby,* Bridge.				
(16¾	7¾	Kirkby Lonsdale,* Market).			
26⅝	17⅝	10¾	Sedbergh,* Market.		
40¾	31¾	24⅞	14⅛	Kirkby Stephen,* Market.	
45	36	29¼	18⅜	4¼	Brough.*

Principal Objects of Interest.—Hornby: Castle. 12⅜m., Thurland Castle. 25½m., Ingmire Hall. Dreary moorland approaching Kirkby Stephen.

Hotels or Inns at places marked*, and at Caton, Grimeshill, and Crosskeys Inn.

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199 Lancaster to Hawes.

Description.—Class II. Splendid surface to Melling, then only fairly good to Ingleton; after that the road becomes steep and rough, but with occasional good stretches to Hawes. The part at the summit is exceedingly rough, and a considerable amount of walking will be necessary.

Gradients.—At 13¾m. 1 in 17; 18½m. 1 in 10 (dangerous); 22¼m. 1 in 13; 24m. 1 in 14; 27m. 1 in 25; 28m. 1 in 17; 29m. 1 in 15; 30½m. 1 in 13; 34m. 1 in 15.

Milestones.—Measured from Germany Street, Lancaster; thereafter from Hawes.

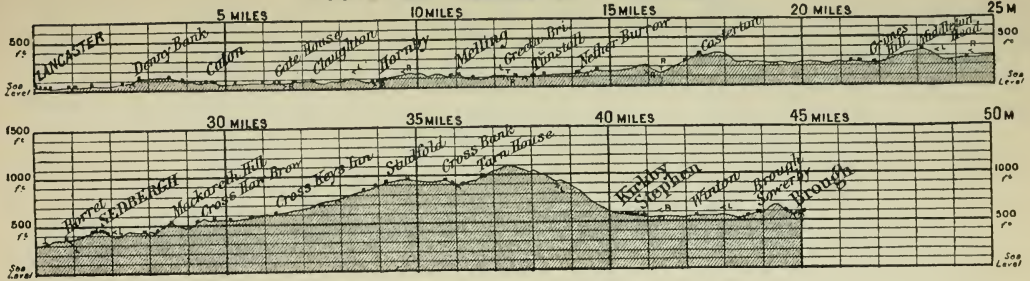
Measurements.

Lancaster,* Market.					
9	Hornby.*				
18⅛	9½	Ingleton.*			
24	15	5⅞	Ribblehead Station.		
28	19	9⅞	4	Newby Head Inn.*	
34⅜	25⅜	16¼	10⅜	6⅜	Hawes,* Market House.

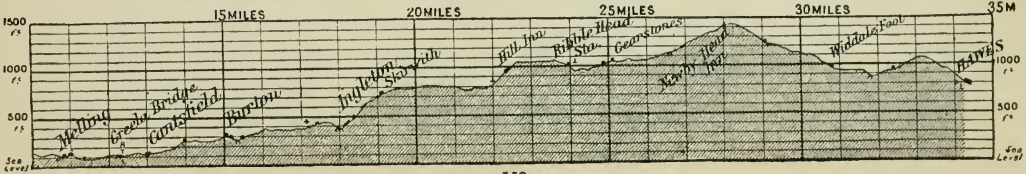
Principal Objects of Interest.—Ingleton: Cave, Falls, Ingleborough, Whernside, &c. 22m., Wheathercote Cave. Hawes: Hardrow Force. Very bleak road about Newby Head.

Hotels or Inns at places marked*, and at Caton, Burton, Hill Inn, and Gearstones.

Route 198. Lancaster to Brough.



Route 199. Lancaster to Hawes. *(First 10 miles as Route 198.)*



200 LANCASTER TO CLAPHAM.

Description.—Class II. & III. The road has fine surface all the way to Bentham; after that the surface is only tolerably good.

Gradients.—At 15½m. 1 in 15; 18¾m. 1 in 17.

Milestones.—Measured from Germany Street, Lancaster.

Measurements.

Lancaster,* Market Place.			
4¾	Caton.*		
11¾	7	Wennington.*	
15⅛	10⅜	3⅜	Upper Bentham.*
20⅜	15⅝	8⅝	5¼ Clapham.*

Principal Objects of Interest.—Pretty scenery at first, rather bleak approaching Clapham. Clapham: Ingleborough, and Cave.

Hotels or Inns at places marked*, and at Wray, Tatham Bridge, and Lower Bentham.

201 LANCASTER TO CLITHEROE.

Description.—Class III. A very poor road, with precipitous hills to Whitewell; after that the surface is rather better, and is good near Clitheroe. The road is seldom used as a through route.

Gradients.—Nearly all very dangerous. At ½m. 1 in 12; 1m. 1 in 10; 1½m. 1 in 11; 2½m. 1 in 10 (bad turns); 3½m. 1 in 11-8 (bad turn); 4¾m. 1 in 12; 7m. 1 in 10; 7¾m. 1 in 10; 11½m. 1 in 12; 12¼m. 1 in 8; 14m. 1 in 11; 17½m. 1 in 10 (bad turn); 20¾m. 1 in 18.

Measurements.

Lancaster,* Market.			
9½	Marshaw.		
17¾	7⅞	Whitewell* Inn.	
25⅛	15⅝	7¾	Clitheroe.*

Principal Objects of Interest.—Dreary moorland road.

Hotels or Inns at places marked*, and Red Pump Inn.

202 LANCASTER TO BLACKPOOL.

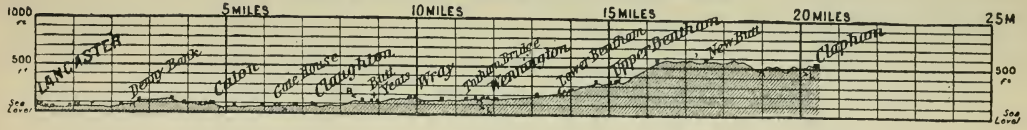
Description.—Class III. The road has good surface as far as Cockerham; after that it is apt to be soft and loose, but is generally in fairly good condition.

Measurements.

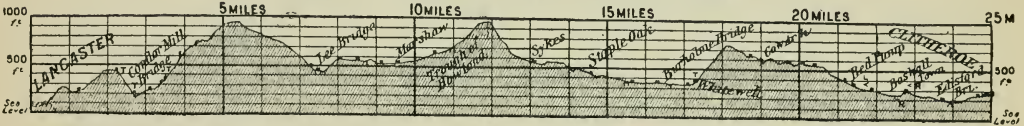
Lancaster,* Market.			
6½	Cockerham.*		
11¼	4¾	Stake Pool,* (Pilling Station).	
20¾	14¼	9½	Poulton,* P.O.
24⅝	18⅛	13⅜	3⅞ Blackpool,* Talbot Square.

Hotels or Inns at places marked*, and at Conder Green, Stalmine, Hambleton, and Shard Bridge.

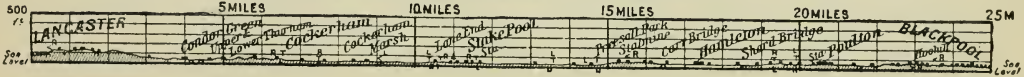
Route 200. Lancaster to Clapham.



Route 201. Lancaster to Clitheroe.



Route 202. Lancaster to Blackpool.



203 PRESTON TO KENDAL.

Description.—Class I. A fine undulating road the whole way. Paving in Lancaster. The road by Burton is more hilly, but has good surface.

Gradients.—At 35¼m. 1 in 22; 37¾m. 1 in 20.

By Burton.—At 37m. 1 in 15; 39m. 1 in 20; 39½m. 1 in 18; 41¼m. 1 in 22.

Milestones.—Measured from Town Hall, Preston, to Garstang; thereafter from Lancaster Market.

Measurements.

Preston,* Town Hall.							
10¾	Garstang.*						
21⅜	10⅝	Lancaster,* Market Place.					
27⅝	16⅞	6¼	Carnforth.*				
35⅛	24⅜	13¾	7½	Milnthorpe.*			
37½	26¾	16¼	9⅞	2⅜	Levens Bridge.	(Route 185.)	
42⅝	31⅞	21¼	15	7½	5⅛	Kendal,* Fishmarket.	
31⅞	21½	10½	4¼	Burton.*			
43	32¼	21⅝	15⅝	11⅛	Kendal,* Fishmarket.		

Principal Objects of Interest.—LANCASTER: Cas. 37½m. Levens Bridge. 39m., Sizergh Hall. KENDAL: Castle.

Hotels or Inns at places marked *, and numerous others.

204 PRESTON TO BLACKPOOL.

Description.—Class II. An almost level road, with fairly good surface throughout, except the portion between the toll-gates, which is very poor.

Measurements.

Preston,* Town Hall.				
7⅝	Freckleton.*			
12	4⅜	Lytham.*		
15¼	7⅝	3¼	St. Annes.*	
20⅜	12¾	8⅜	5⅛	Blackpool,* Talbot Square.

Principal Objects of Interest.—Flat, and uninteresting country. BLACKPOOL: Tower, Wheel, Aquarium, Piers, &c.

205 PRESTON TO FLEETWOOD.

Description.—Class III. The road has only a fairly good surface throughout. There is a toll at Leegate.

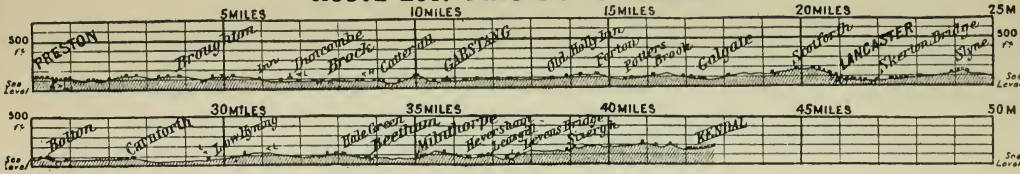
Measurements.

Preston,* Town Hall.				
8¼	Kirkham.*			
13¾	5½	Singleton,* Inn.		
17	9¼	3⅝	Poulton,* P.O.	
23⅝	15⅜	9⅞	7¼	Fleetwood,* Station.

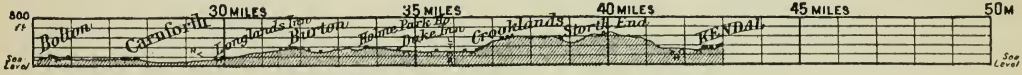
Principal Objects of Interest.—Flat, and uninteresting country.

Hotels or Inns at places marked *, and at Wesham.

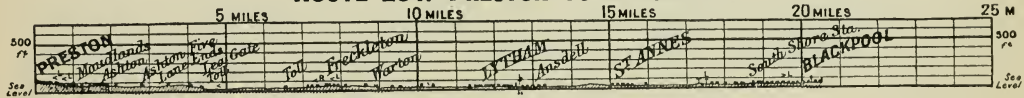
Route 203. Preston to Kendal.



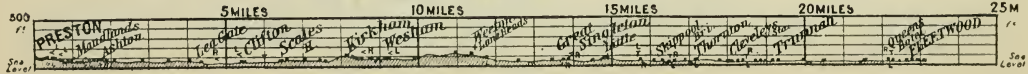
By BURTON.



Route 204. Preston to Blackpool.



Route 205. Preston to Fleetwood.



206 PRESTON TO CLITHEROE.

Description.—Class II. Good surface as far as Five-barred Gate, then rather poor to Mellor Brook, when the surface improves, and is good right on to Clitheroe.

Gradients.—At 2¼m. 1 in 15; 3½m. 1 in 24; 7m. 1 in 18.

Milestones.—Measured from Court House, Preston.

Measurements.

Preston,* Town Hall.			
6⅝	Mellor Brook.*		
13½	6⅞	Whalley.*	
17¼	10⅝	3¾	Clitheroe.*

Principal Objects of Interest.—Agricultural country. Whalley: Abbey. CLITHEROE: Castle.

Hotels or Inns at places marked *, Myerscough Smithy, Osbaldestone, Showley Inn, and Copstard Green.

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207 PRESTON TO TODMORDEN.

Description.—Class I. & II. The road has good surface to Blackburn, but thence to Burnley the road is only fairly good, being partly paved, and slightly rough through heavy traffic. From Burnley to Todmorden the road is in fairly good order, but rather rough approaching the latter place.

Gradients.—At 2¼m. 1 in 15 (dangerous); 3½m. 1 in 24; 7¾m. 1 in 22; 9m. 1 in 25; 15¼m. 1 in 24; 20½m. 1 in 24; 27½m. 1 in 23; 25¼m. 1 in 25.

Milestones.—Measured from Court House, Preston, as far as Accrington; after that, from Bull Hotel, Burnley. Beyond Burnley, from Town Hall, Todmorden.

Measurements.

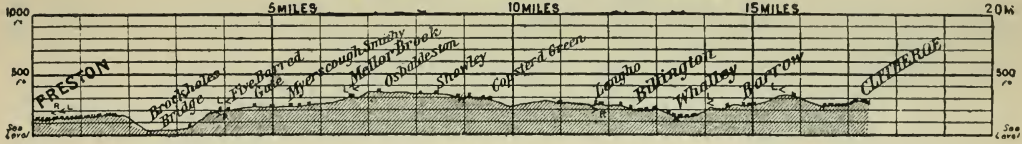
Preston,* Town Hall.					
5¼	Samlesbury Inn.*				
9¾	4⅝	Blackburn,* Town Hall.			
15	9⅞	5¼	Accrington,* Town Hall.		
21	15⅞	11¼	6	Burnley,* Bull Hotel.	
30⅛	25	20⅜	15⅛	9⅛	Todmorden,* Town Hall.

Preston to Blackburn by Hoghton, 11m. (Routes 208 & 212.)

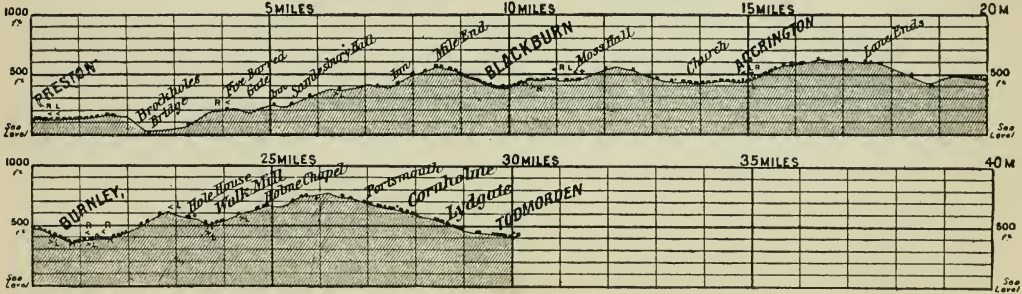
Principal Objects of Interest.—3½m., Samlesbury Hall. BLACKBURN: Town Hall, Public Park, Library. ACCRINGTON: Peel Institute. BURNLEY: Town Hall. Manufacturing district at Accrington, Blackburn, Burnley, and near Todmorden. TODMORDEN: Stoodley Obelisk.

Hotels or Inns at places marked *, and at Lanends.

Route 206. Preston to Clitheroe.



Route 207. Preston to Todmorden.



208 PRESTON TO BOLTON.

Description.—Class III. Good but steep road as far as Abbey; thereafter a rough road over the moors.

Gradients.—At 1m. 1 in 15; 6¾m. 1 in 17; 7m. 1 in 15; 9½m. 1 in 13; 13¼m. 1 in 20; 16½m. 1 in 15.

Milestones.—Measured from Town Hall, Preston.

Measurements.

Preston,* Town Hall.			
5	Hoghton,* Station.		
13¼	8¼	Belmont.	
18½	13½	5¼	Bolton,* Deansgate.

Principal Objects of Interest.—Hoghton: Tower. Moorland road. 14¾m., Reservoirs.

Hotels or Inns at places marked*, Riley Green, & Abbey.

209 PRESTON TO WARRINGTON.

Description.—Class I. The road has very good surface as far as Standish; after that the surface is rather bumpy until beyond Wigan, when the surface improves, and is very good the rest of the way.

Gradients.—At 8½m. 1 in 18.

Milestones.—Measured from Town Hall, Preston; after Euxton, from Market Place, Wigan; thereafter from London and North Western Station, Wigan.

Measurements.

Preston,* Town Hall.					
7¾	Euxton.*				
17¼	9½	Wigan,* Market Place.			
22	14¼	4¾	Ashton-in-Makerfield.*		
24¾	17	7½	2¾	Newton-le-Willows,* Bridge.	
29½	21¾	12¼	7½	4¾	Warrington.*

Principal Objects of Interest.—Manufacturing district. 25¾m., Battlefield, 1648. WARRINGTON: Ship Canal.

Hotels or Inns at places marked*, and at Lostock Hall, Standish, Boar's Head, and Winwick.

210 PRESTON TO SOUTHPORT.

Description.—Class II. Good road to Tarleton; thereafter tolerable surface, but with occasional stretches of paving.

Gradients.—At ½m. 1 in 27; 1½m. 1 in 17.

Milestones.—Measured from Town Hall, Preston.

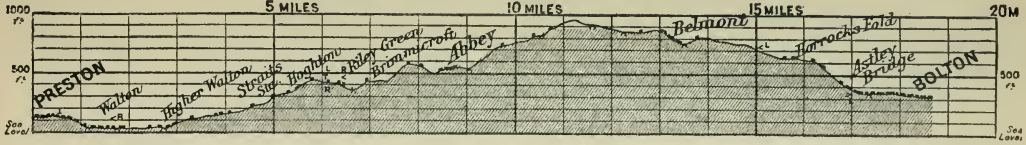
Measurements.

Preston,* Town Hall.		
9⅝	Tarleton.*	
19½	9⅞	Southport,* Town Hall.

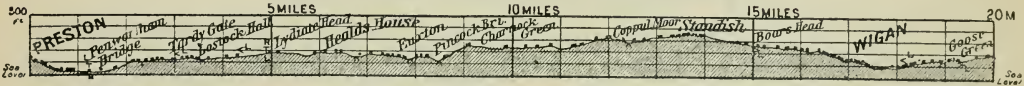
Principal Objects of Interest.—Flat, and uninteresting country. SOUTHPORT: Pier, Marine Lake, Winter Gardens.

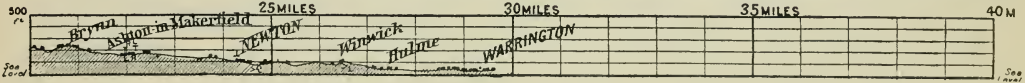
Hotels or Inns at places marked*, and at Penwortham, Hutton, Walmer Bridge, Hoole, Merebrow, & Churchtown.

Route 208. Preston to Bolton.

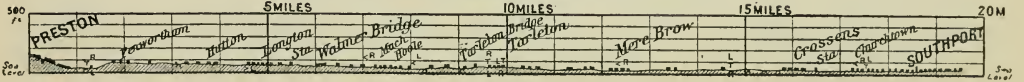


Route 209. Preston to Warrington.





Route 210. Preston to Southport.



211 Blackburn to Skipton.

Description.—Class II. The road has fine surface as far as Chatburn; after that it is not quite so good, and is pretty hilly till within a few miles of Skipton, when the surface is very good. The best part of the road is between Whalley and Chatburn.

Gradients.—At 4¾m. 1 in 23; 6½m. 1 in 25; 14½m. 1 in 10-13 (dangerous); 16¼m. 1 in 22; 17m. 1 in 19; 20¼m. 1 in 16; 21½m. 1 in 24; 22¼m. 1 in 25; 32½m. 1 in 15.

Milestones.—Measured from commencement of road in Burnley. After Clitheroe, from Town Hall, Skipton.

Measurements.

Blackburn,* Town Hall.					
7	Whalley.*				
10¾	3¾	Clitheroe.*			
12⅝	5⅞	2⅛	Chatburn.*		
18	11	7¼	5⅛	Gisburn.*	
29	22	18¼	16⅛	11	Skipton,* Town Hall.

Principal Objects of Interest.—Whalley: Abbey. Clitheroe: Castle. Sawley: Abbey. Skipton: Church. A pleasant road, but no particular features.

Hotels or Inns at places marked *, and at Wilpshire, West Marton, and Broughton.

212 Blackburn to Wigan.

Description.—Class III. The road has good surface for the first three miles; after that it is very up and down, and with only tolerable surface to Chorley. Beyond Chorley the surface is good till within a few miles of Wigan, when it becomes rather bumpy. By turning to the right at 3¾m., Route 208 is joined in ¾ of a mile, shortly before Hoghton. This gives a more level road between Blackburn and Preston than Route 207.

Gradients.—At 3½m. 1 in 22; 7¾m. 1 in 19; 8¾m. 1 in 17; 9½m. 1 in 17; 11m. 1 in 26; 15m. 1 in 17.

Milestones.—Measured from Town Hall, Chorley; thereafter from Wigan, Market.

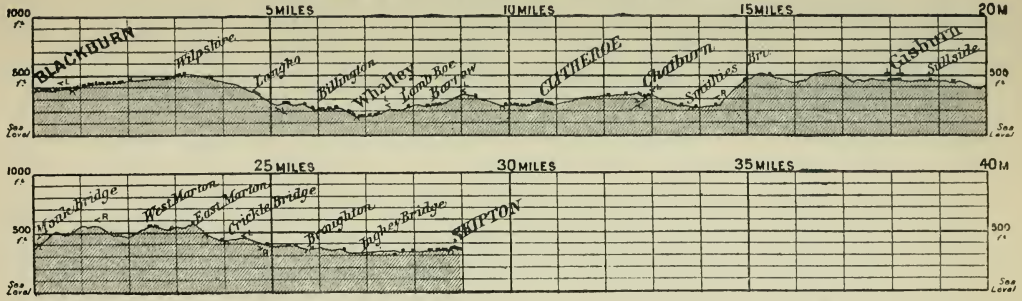
Measurements.

Blackburn,* Town Hall.		
10	Chorley,* Town Hall.	
18¼	8¼	Wigan,* Market.

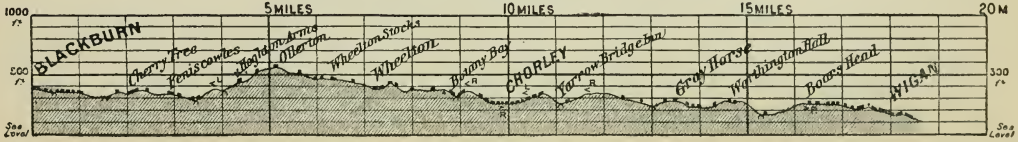
Principal Objects of Interest.—Collieries near Chorley and Wigan.

Hotels or Inns at places marked *, and at Feniscowles, Wheelton, Botany Bay, Yarrow Bridge, Grey Horse, and Boar's Head.

Route 211. Blackburn to Skipton.



Route 212. Blackburn to Wigan.



213 BURNLEY TO SETTLE.

Description.—Class III. A bumpy road at first, then a rather poor road over the hill to Gisburn; thereafter a fair undulating country road.

Gradients.—At $5\frac{3}{4}$ and $6\frac{1}{2}$m. 1 in 18; $9\frac{1}{2}$m. 1 in 16; $10\frac{3}{4}$m. 1 in 17; $11\frac{1}{4}$m. 1 in 18; $11\frac{3}{4}$m. 1 in 15 (dangerous); $12\frac{1}{2}$m. 1 in 13; $14\frac{3}{4}$m. 1 in 17; $16\frac{3}{4}$m. 1 in 21.

Milestones.—Measured from Bull Hotel, Burnley, as far as Gisburn; thereafter from Long Preston, Bridge.

Measurements.

Burnley,* Bull Hotel.			
$3\frac{3}{4}$	Nelson.*		
12	$8\frac{1}{4}$	Gisburn.*	
($18\frac{3}{8}$	$14\frac{5}{8}$	$6\frac{3}{8}$	Hellifield.*)
$19\frac{3}{8}$	$15\frac{5}{8}$	$7\frac{3}{8}$	Long Preston,* Green.
$23\frac{5}{8}$	$19\frac{7}{8}$	$11\frac{5}{8}$	$4\frac{1}{4}$ Settle,* Town Hall. (Route 103.)

Principal Objects of Interest.—Moorland road, but rather pretty near Gisburn.

Hotels or Inns at places marked *, and at Brierfield, and Greystone.

214 BURNLEY TO SKIPTON.

Description.—Class II. A good undulating road, paved at first. Good surface near Skipton.

Gradients.—At $5\frac{3}{4}$m. 1 in 14; $6\frac{1}{2}$m. 1 in 17.

Milestones.—Measured from Bull Hotel, Burnley, and from Town Hall, Skipton.

Measurements.

Burnley,* Bull Hotel.				
$3\frac{3}{4}$	Nelson.*			
$6\frac{1}{2}$	$2\frac{3}{8}$	Colne.*		
$12\frac{1}{4}$	$8\frac{1}{2}$	$6\frac{1}{4}$	Thornton.*	
$18\frac{3}{8}$	$14\frac{5}{8}$	$12\frac{1}{4}$	$6\frac{1}{4}$	Skipton,* Town Hall.

Principal Objects of Interest.—COLNE: Church. Broughton: Church. SKIPTON: Church, Castle.

Hotels or Inns at places marked *, and at Brierfield, Foulridge, Kelbrook, and Broughton.

215 BURNLEY TO BOLTON.

Description.—Class II. A steep, hilly, and poor road to Rawtenstall, then an undulating road, with only moderate surface to Bolton.

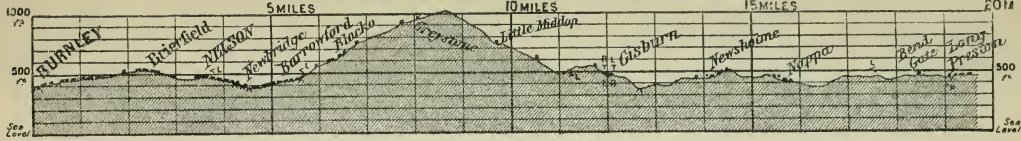
Gradients.—At $\frac{1}{2}$m. 1/14 (dangerous), then mostly 1/19; 2m. 1/15; $10\frac{1}{4}$m. 1/15; 15m. 1/15; 16m. 1/24; 18m. 1/18.

Measurements.

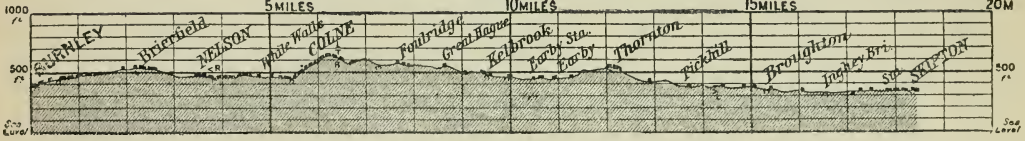
Burnley,* Bull Hotel.				
$7\frac{1}{8}$	Rawtenstall.*			
$9\frac{5}{8}$	$2\frac{1}{2}$	Edenfield,* Market.		
$11\frac{1}{4}$	$4\frac{1}{2}$	$1\frac{5}{8}$	Ramsbottom.*	
19	$11\frac{7}{8}$	$9\frac{3}{8}$	$7\frac{3}{4}$	Bolton,* Deansgate.

[over.

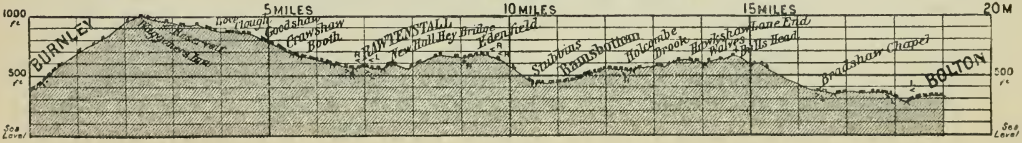
Route 213. Burnley to Long Preston.



Route 214. Burnley to Skipton.



Route 215. Burnley to Bolton.



(Route 215—Continued.)

Milestones.—Measured from Bull Hotel, Burnley; afterwards from Bolton.

Principal Objects of Interest.—3m., Reservoir. 10m., Grant, and Peel Monuments. BOLTON: Town Hall, Free Library.

Hotels or Inns at places marked *, and numerous others.

216 BURNLEY TO ROCHDALE, &c.

Description.—Class II. This is a very poor road for cycling, as it is either very rough and bumpy, or paved with rough cobbles.

Gradients.—At 2½m. 1 in 17; 3¾m. 1 in 16; 4½m. 1 in 13; 5½m. 1 in 16; 13½m. 1 in 20; 18m. 1 in 22; 21¾m. 1 in 21; 22¾m. 1 in 13.

Milestones.—Measured from Yorkshire Street, Rochdale.

Measurements.				
Burnley,* Bull Hotel.				
7⅜	Bacup.*			
10⅝	3¼	Facit.		
15	7⅝	4⅜	Rochdale,* Town Hall.	
20¾	13⅜	10½	5¾	Oldham,* Market.
24½	17⅛	13⅝	9½	3¾ Ashton-under-Lyne.*

Principal Objects of Interest.—Manufacturing district. ROCHDALE: Town Hall. OLDHAM: Town Hall, Park.

Hotels or Inns at places marked*, and at Royton, and numerous others.

217 ROCHDALE TO BOLTON, &c.

Description.—Class I. & II. The road is paved most of the way, and has only moderately good surface. For Wigan follow Route 235 from Hindley.

Gradients.—At 5m. 1 in 23; 14m. 1 in 18.

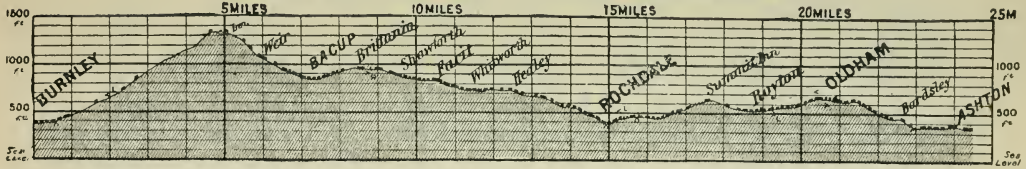
Milestones.—Measured from Rochdale Castle, then from Bury Market.

Measurements.				
Rochdale,* Town Hall.				
3⅜	Heywood.*			
6¾	3⅜	Bury,* Market.		
12½	9½	5¾	Bolton,* Deansgate.	
19⅞	16½	13⅛	7⅜	Hindley.*
(22⅜	19¼	15⅞	10½	2¾ Wigan,* Market.)
24½	21½	17¾	12	4⅝ Ashton-in-Makerfield.*

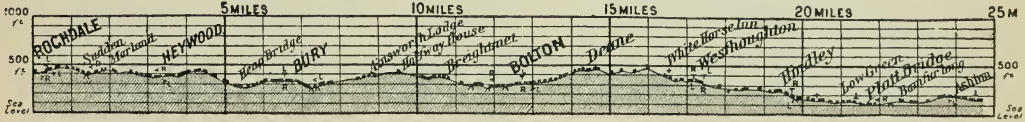
Principal Objects of Interest.—BURY: Peel Monument, Church. BOLTON: Town Hall, Public Library. Manufacturing district.

Hotels or Inns at places marked*, and at Marland, Breightmet, Deane, West Hoghton, and Platt Bridge.

Route 216. Burnley to Ashton-under-Lyne.

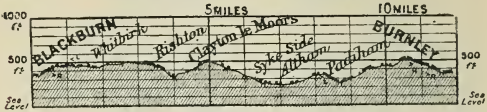


Route 217. Rochdale to Bolton, &c.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.
The direction R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

218 BLACKBURN TO BURNLEY.



Description.—Class II. The direct road is by Accrington. This road has fair surface, but is rather hilly.

Gradients.—At 3¾m. 1 in 15; 4¾m. 1 in 16; 8½m. 1 in 19; 9¼m. 1 in 23; 10¼m. 1 in 24.

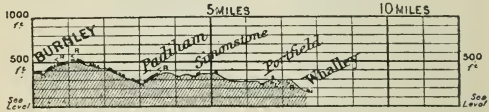
Measurements.

Blackburn,* Town Hall.
4¾ Clayton-le-Moors.*
8½ 3¾ Padiham.*
11⅞ 7⅛ 3⅜ Burnley,* Bull Hotel.

Principal Objects of Interest.—Manufacturing district.

Hotels or Inns at places marked *, and at Rishton, and Altham.

219 BURNLEY TO WHALLEY.



Description.—Class II. After Padiham the road has good surface. The first few miles are rather rough.

Gradients.—At 1½m. 1 in 24; 2½m. 1 in 23; 3¼m. 1 in 19; 6½m. 1 in 19.

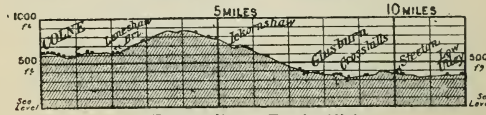
Measurements.

Burnley,* Bull Hotel.
3⅜ Padiham.*
7⅞ 4½ Whalley.*

Principal Objects of Interest.—Whalley: Abbey.

Hotels or Inns at places marked *.

220 COLNE TO KEIGHLEY.



(Last mile as Route 107.)

Description.—Class II. The best road. The road has good surface all the way.

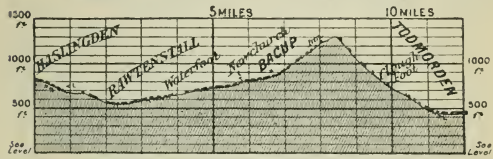
Gradients.—At 2¼m. 1 in 15; 6½m. 1 in 23.

Measurements.

Colne.*
$7\frac{1}{2}$ Glusburn.*
$13\frac{1}{8}$ $5\frac{5}{8}$ Keighley,* Market Place.

Hotels or Inns at places marked *.

HASLINGDEN TO TODMORDEN. 221



Description.—Class II. A considerable part of the road is paved, and the surface is rather rough between Bacup and Todmorden.

Gradients.—At $7\frac{1}{4}$m. 1 in 15; 9m. 1 in 11; $9\frac{1}{2}$m. 1 in 13; $10\frac{1}{2}$m. 1 in 13.

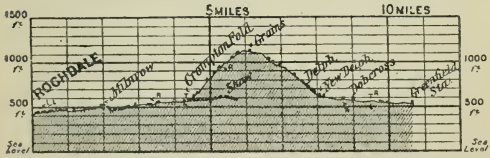
Measurements.

Haslingden.*
$2\frac{1}{4}$ Rawtenstall.*
$6\frac{5}{8}$ $4\frac{3}{8}$ Bacup.*
$12\frac{1}{8}$ $9\frac{7}{8}$ $5\frac{1}{2}$ Todmorden,* Town Hall.

Principal Objects of Interest.—Manufacturing district.

Hotels or Inns at places marked *.

ROCHDALE TO NEW DELPH, &c. 222



Description.—Class III. The road is mostly paved, and after Crompton is very rough over the hill to Delph.

Gradients.—At $4\frac{3}{4}$m. 1 in 11 (dangerous); $7\frac{1}{2}$m. 1 in 14.

Measurements.

Rochdale,* Town Hall.
(5 Shaw.*)
8 New Delph.
$10\frac{5}{8}$ $2\frac{5}{8}$ Greenfield Station.
Oldham to Shaw, 3m.

Hotels or Inns at places marked *, &c.

223 Oldham to Ripponden, &c.

Description.—Class II. & III. The road is very bumpy for the first few miles, then becomes better as far as Junction. From this point the surface degenerates, and is rather poor until within a few miles of Ripponden. From Ripponden to Elland the road is very steep, but the surface is fairly good. The better road is by Sowerby Bridge.

Gradients.—At 1½m. 1 in 19; 2½m. 1 in 25; 3¼m. 1 in 20; 4m. 1 in 17; 5½m. 1 in 13; 7¾m. 1 in 15; 10½m. 1 in 25; 11½m. 1 in 18; 13½m. 1 in 9-12 (dangerous turn); 15m. 1 in 16; 16¾m. 1 in 22.

Milestones.—Measured from Town Hall, Oldham.

Measurements.

Oldham,* Market.			
5	Junction.		
13¼		8¼	Ripponden.*
18	13	4¾	Elland,* Bridge.

Principal Objects of Interest.—Fine views from the higher parts of the road; rather pretty scenery approaching Ripponden.

Hotels or Inns at places marked *, and at Moorside, Roadside, Barkisland, Greetland, &c.

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224 Oldham to Holmfirth.

Description.—Class III. Paving at first, then a poor road to Greenfield, with dangerous descent to the bridge. After that the road is pretty rough, and is very bad for several miles on the summit, but after Isle of Skye Hotel the surface is fairly good, though rather steep. Most of the hills will have to be walked up.

Gradients.—At 3m. 1 in 15; 3¾m. 1 in 17; 4½m. 1 in 12 (dangerous); 5½ to 7m. 1 in 15; 8m. 1 in 17; 13½m. 1 in 17; 14m. 1 in 13; 15m. 1 in 15.

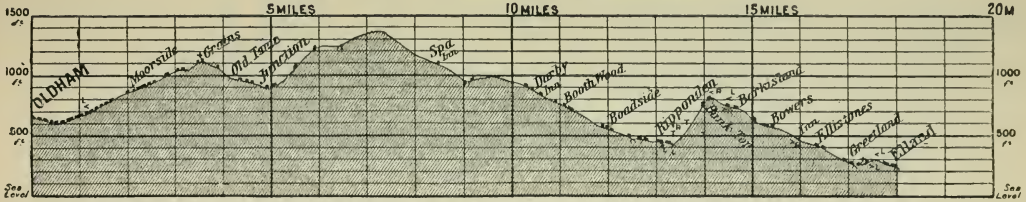
Measurements.

Oldham,* Market.			
4½	Greenfield,* Station.		
11		6½	Isle of Skye Hotel.*
15		9⅞	5¼ Holmfirth.*

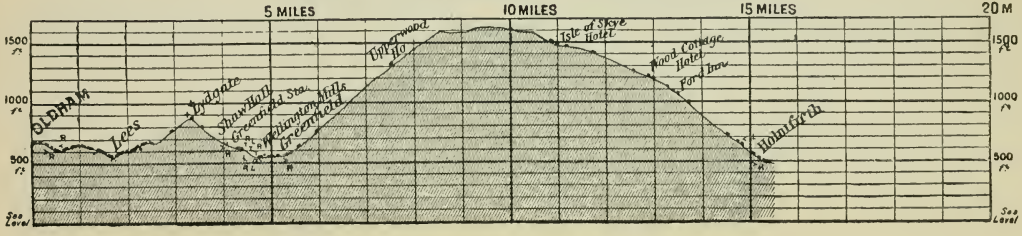
Principal Objects of Interest.—Moorland road, but good scenery, rather picturesque near Holmfirth.

Hotels or Inns at places marked *, and at Lydgate, Wood Cottage, and Ford Inn.

Route 223. Oldham to Ripponden, &c.



Route 224. Oldham to Holmfirth.



225 Bolton to Blackburn.

Description.—Class I. The road is rather bumpy at first owing to heavy traffic, then rather poor, and there is a long stretch of paving between Darwen and Blackburn.

Gradients.—At 4½m. 1 in 22; 7¼m. 1 in 21.

Milestones.—Measured from Bow Street, Bolton.

Measurements.

Bolton,* Deansgate.		
3¾	Egerton.*	
8¾	5	Darwen,* Market.
12¾	9⅛	4⅛ Blackburn,* Town Hall.

Principal Objects of Interest.—Manufacturing district. Blackburn: Town Hall, Public Park, Free Library.

Hotels or Inns at places marked *, and at Earcroft, &c.

226 Bolton to Newton-le-Willows, &c.

Description.—Class II. Outside of the numerous villages the surface is fairly good, but the rest is rather bumpy, and with odd stretches of paving.

Gradients.—At 4m. 1 in 22.

Milestones.—Measured from Town Hall, Bolton.

Measurements.

Bolton,* Deansgate.		
7¾	Leigh,* Market.	
13¼	5½	Newton-le-Willows,* Bridge.
19	11¼	5¾ St. Helens,* Town Hall.

Principal Objects of Interest.—Manufacturing district, and collieries. Leigh: Church.

Hotels or Inns at places marked*, and at Chowbent, Lowton, Earlestown, and Ashton Green.

227 Wigan to Southport.

Description.—Class III. This is not a particularly good road, on account of the large amount of paving. After Ormskirk, however, the road is somewhat better, though not particularly good.

Gradients.—At 4¼m. 1 in 10 (dangerous turns); 5¾m. 1 in 22.

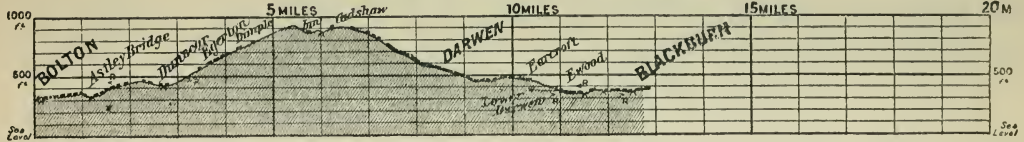
Measurements.

Wigan,* Market Place.		
7¾	Skelmersdale.*	
11¾	4	Ormskirk,* Cross.
19⅞	12⅛	8⅛ Southport,* Town Hall.

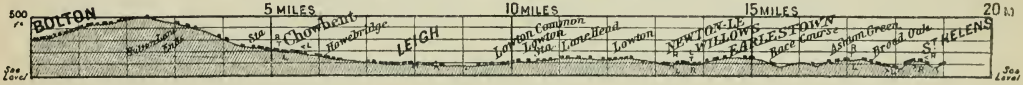
Principal Objects of Interest.—Ormskirk: Church, Burscough Priory. Southport: Pier, Marine Lake, Winter Gardens.

Hotels or Inns at places marked*, and at Upholland, Westhead, and Scarisbrick.

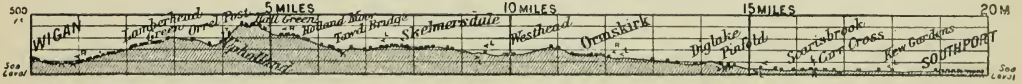
Route 225. Bolton to Blackburn.



Route 226. Bolton to Newton-le-Willows, &c.



Route 227. Wigan to Southport.



228 Liverpool to Southport.

Description.—Class III. Although the road is almost dead level, it is very soft and rough in many parts, and is seldom used by cyclists. The usual road is by Ormskirk.

Measurements.

Liverpool,* St. George's Hall.				
6½	Crosby.			
12⅛	5⅝	Formby,* Cross.		
16½	9⅝	4	Ainsdale.*	
20	13½	7⅞	3⅞	Southport,* Town Hall.

Principal Objects of Interest.—Flat, and uninteresting country. SOUTHPORT: Pier, Winter Gardens, &c.

Hotels or Inns at places marked*, and at Seaforth, and Birkdale.

229 Liverpool to Preston.

Description.—Class I. The road is paved as far as Aintree; after that the surface is tolerably good, but not very smooth. After Ormskirk the surface is better.

Gradients.—At 12¼m. 1 in 25; 29½m. 1 in 17.

Milestones.—Measured from Royal Exchange, Liverpool; after Ormskirk, from Town Hall, Preston.

Measurements.

Liverpool,* St. George's Hall.				
7⅞	Maghull.*			
12⅞	5	Ormskirk,* Cross.		
21½	13⅝	8⅝	Tarleton.*	
31⅛	23¼	18¼	9⅝	Preston,* Town Hall.

Principal Objects of Interest.—Uninteresting country. ORMSKIRK: Church. 15m., Burscough Priory. PRESTON: Town Hall, Museum.

Hotels or Inns at places marked*, and numerous others.

230 Liverpool to St. Helens, &c.

Description.—Class I. The road is very bumpy for the first four miles, thence fairly good surface all the way to Ashton, except in St. Helens, which is paved.

Gradients.—At 7¼m. 1 in 20.

Milestones.—Measured from the Exchange, Liverpool.

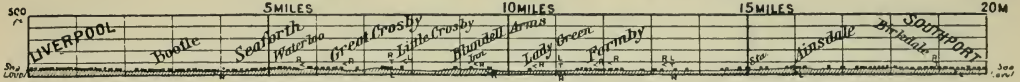
Measurements.

Liverpool,* St. George's Hall.				
7¾	Prescot.*			
11¼	3½	St. Helens,* Town Hall.		
16½	8¾	5¼	Ashton-in-Makerfield.*	(Route 217.)
(21¼	13½	10	4¾	Wigan,* Market Place. Route 209.)

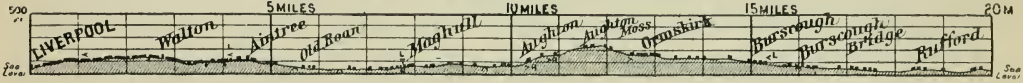
Principal Objects of Interest.—ST. HELENS: Town Hall. Collieries near St. Helens.

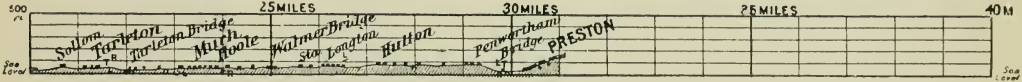
Hotels or Inns at places marked*, and at Old Swan, and Knotty Ash.

Route 228. Liverpool to Southport.

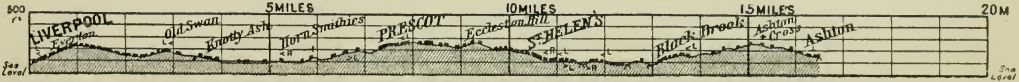


Route 229. Liverpool to Preston.





Route 230. Liverpool to St. Helen's, &c.



231 Liverpool to Newcastle-under-Lyme.

Description.—Class I. A very bumpy road for the first four miles; after that fairly good surface on to Warrington, where it is paved. After Latchford the road has splendid surface to Lawton Gate, whence the road is poorer into Newcastle. In Cheshire the road is almost always in splendid condition. The Lancashire part is very bumpy near the large towns.

Gradients.—At ½m. 1 in 25; 7½m. 1 in 20; 49¼m. 1 in 24; 50½m. 1 in 20.

Milestones.—Measured from Exchange, Liverpool; after Warrington, from Town Hall, Knutsford; after Coalpit Hill, from Stone.

Measurements.

Liverpool,* St. George's Hall.						
7¾	Prescot.*					
17½	9¾	Warrington.*				
28⅞	21⅛	11⅜	Knutsford,* Square.			
37⅛	29⅜	19⅝	8¼	Holmes Chapel.*		
45⅛	37⅜	27⅝	16¼	8	Lawton Gate.*	
52¼	44½	34¾	23⅜	15⅛	7⅛	Newcastle-under-Lyme.*

Principal Objects of Interest.—Prescot: Ch. 18½m., Ship Canal. Knutsford: Tatton Park, Rostherne Merc. Newcastle-under-Lyme: Trentham Hall, Keele Hall. Manufacturing district in Lancashire, pleasant agricultural country in Cheshire.

Hotels or Inns at places marked*, and at Knotty Ash, Grappenhall, Hoo Green, Mill House, Four Lanes End, &c.

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232 Liverpool to Hawarden.

Description.—Class I. & II. Ferry to Birkenhead (⅜m.). After Rockferry, the road has splendid surface to Eastham; after that the road is scarcely so good, but has fine surface right on to Hawarden. Toll Bridge at Queen's Ferry.

Gradients.—At 17½m. 1 in 21.

Milestones.—At first, measured from Chester Cross; after Eastham, from Queen's Ferry.

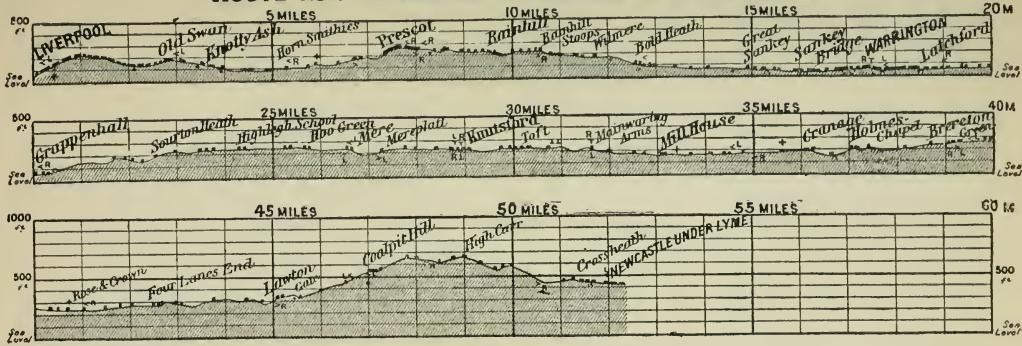
Measurements.

Liverpool,* St. George's Hall.				
2	Birkenhead,* Market.			
7¾	5¾	Eastham.*		
15⅝	13⅜	7⅞	Queen's Ferry,* Bridge.	
17⅞	15⅝	9⅞	2	Hawarden.*

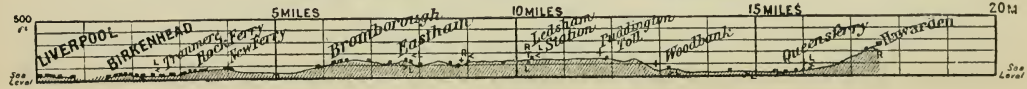
Principal Objects of Interest.—Birkenhead: Park. Brombury: Hall. Eastham: Hooton Hall. Hawarden: Castle.

Hotels or Inns at places marked*, and at Rock Ferry, Eastham, and Ledsham.

Route 231. Liverpool to Newcastle-under-Lyme.



Route 232. Liverpool to Hawarden.



233 Manchester to Warrington.

Description.—Class I. Paving as far as Patricroft; thereafter a poor road right into Warrington. The usual road is by Altrincham and Lymm: see Routes 252 & 253.

Milestones.—Measured from St. Anne's Square, Manchester; after Eccles by the old road from the same point.

Measurements.

Manchester,* Exchange.				
4¼	Eccles,* Town Hall.			
9½	5¼	Lower Irlam.*		
14½	10¼	5	Martinscroft Inn.*	
18	13¾	8½	3½	Warrington.*

Principal Objects of Interest.—Flat, and uninteresting country.

Hotels or Inns at places marked *, and numerous others.

234 Manchester to Preston.

Description.—Class I. The road is a fairly good one throughout, though the occasional stretches of paving are a decided drawback. The section between Bolton and Horwich is rather poor. The road to Chorley by Blackrod has about as much paving as the other, and is scarcely in such good condition.

Gradients.—None above 1 in 17. *By Blackrod.*—Descent after Blackrod 1 in 12 (dangerous).

Milestones.—Measured from St. Anne's Square, Manchester; after Bolton, from Town Hall, Preston.

Measurements.

Manchester,* Exchange.					
8¼	Farnworth.*				
10⅞	2⅝	Bolton,* Deansgate.			
16¾	8½	5⅞	Horwich.*		
21⅞	13⅝	11	5⅛	Chorley,* Town Hall.	
30¾	22½	19⅞	14	8⅞	Preston,* Town Hall.

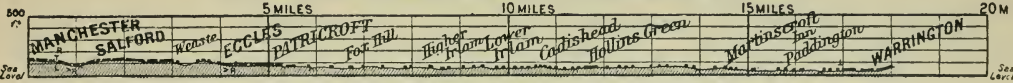
By Blackrod.

Manchester,* Exchange.					
7⅛	Walkden,* Church.				
12	4⅞	Chequerbent.*			
16¾	9⅝	4¾	Blackrod.*		
21⅝	14½	9⅝	4⅞	Chorley,* Town Hall.	
30½	23⅜	18½	13¾	8⅞	Preston,* Town Hall.

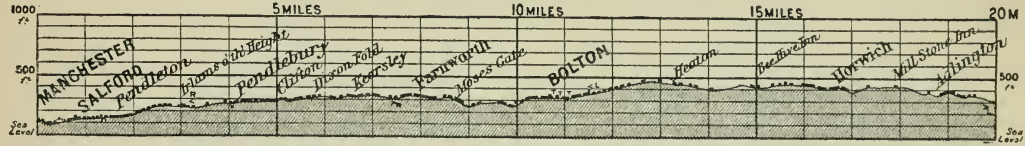
Principal Objects of Interest.—Bolton: Town Hall, Free Library. Horwich: Railway Works. 18m., Reservoirs. Preston: Town Hall, Museum. Collieries near Chorley and Farnworth.

Hotels or Inns at places marked *, and numerous others.

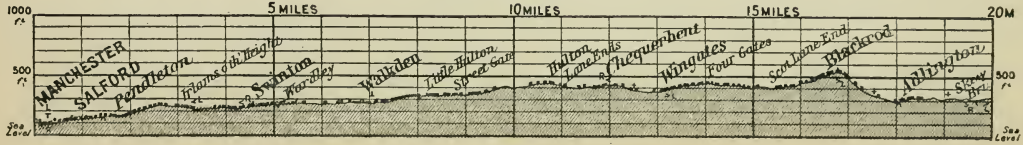
ROUTE 233. MANCHESTER TO WARRINGTON *(Direct).*



ROUTE 234. MANCHESTER TO PRESTON.



By BLACKROD.



235 Manchester to Wigan.

Description.—Class II. An undulating road; rough paving almost the whole way.

Gradients.—At 6¾m. and 9¼m. 1 in 22.

Milestones.—Measured from St. Anne's Sq., Manchester.

Measurements.			
Manchester,* Exchange.			
12	Atherton.*		
16	4	Hindley.*	
18⅝	6⅝	2¾	Wigan,* Market.

Principal Objects of Interest.—Manufacturing district.

236 Manchester to Whalley.

Description.—Class I. Paving as far as Bury; thereafter a fairly good road, but with occasional stretches of paving to Clayton-le-Moors, thence good.

Gradients.—At 11m.1 in 23; 13¾m.1 in 19; 14½m.1 in 21; 15¼m. 1 in 24; 20m. 1 in 10-17; 21m. 1 in 16; 22½m. 1 in 17; 23¼m. 1 in 13; 24m. 1 in 14; 25½m. 1 in 14.

Milestones.—Measured from Manchester; after Bury, from Haslingden.

Measurements.				
Manchester,* Exchange.				
8¼	Bury,* Market Place.			
13¾	5½	Edenfield,* Market.		
16¾	8½	3	Haslingden.*	
20⅝	12⅜	7⅞	3⅞	Accrington,* Town Hall.
26	17¾	12¼	9¼	5⅜ Whalley.*

Principal Objects of Interest.—Manufacturing district. 13m., Grant's Monument. Whalley: Abbey.

Hotels or Inns at places marked *, and numerous others.

237 Manchester to Huddersfield.

Description.—Class I. For the first nine miles the road is almost entirely paved; thereafter the surface is rather poor to New Delph, but after that it is better to Huddersfield, though somewhat rough about the summit.

Gradients.—At 9½m.1 in 16; 11m.1 in 20; 12½m.1 in 20; 14½ and 15½m. 1 in 22; 17m. 1 in 25.

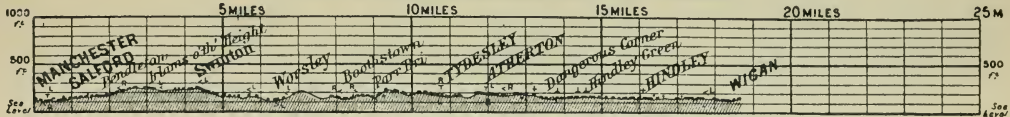
Milestones.—Measured from Hilton Street, Manchester.

Measurements.				
Manchester,* Exchange.				
7¼	Oldham,* Market.			
12	4¾	New Delph.*		
17⅞	10⅝	5⅞	Marsden.*	
25	17¾	13	7⅛	Huddersfield,* Market.

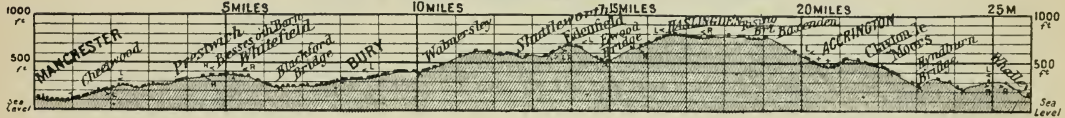
Principal Objects of Interest.—Manufacturing district. Fine views from Standedge; rather pretty near Marsden.

Hotels or Inns at places marked *, and numerous others.

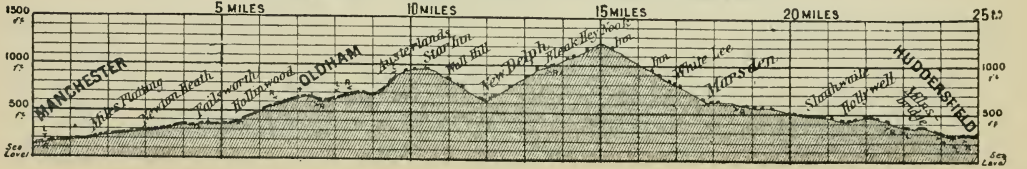
Route 235. Manchester to Wigan.



Route 236. Manchester to Whalley.



Route 237. Manchester to Huddersfield.



238 MANCHESTER TO LEEDS.

Description.—Class I. The road has fairly good surface throughout, but there are long stretches of paving. The hills are nearly all easy, and this road avoids the steep grades on the more direct roads. It is the easiest road to Halifax, Bradford, Leeds, &c.

Gradients.—At 28½m., 29¾m., 31½m., and 32¼m. 1 in 20; 33m. and 36m. 1 in 16; 37½m. and 39½m. 1 in 23; 43½m. 1 in 25.

Milestones.—Measured from St. Anne's Square, Manchester, by Cheetham Hill; after Rochdale, from Town Hall, Todmorden; beyond Halifax, from Wellington Street, Leeds.

Measurements.

Manchester,* Exchange.							
5½	Middleton,* Market.						
10⅞	5⅜	Rochdale,* Town Hall.					
14⅜	8⅞	3½	Littleborough.*				
19⅞	14⅜	9	5½	Todmorden,* Town Hall.			
24⅛	18⅝	13¼	9¾	4¼	Hebden Bridge.*		
31⅞	26⅜	21	17½	12	7¾	Halifax,* Town Hall.	
47	41½	36⅞	32⅝	27⅞	22¾	15⅛	Leeds,* Briggate.

Principal Objects of Interest.—ROCHDALE: Town Hall. Littleborough: Hollingworth Lake. Pretty scenery between Littleborough and Todmorden. Todmorden: Stoodley Obelisk. HALIFAX: Town Hall, Museum, Park. LEEDS: Town Hall, &c.

Hotels or Inns at places marked *, and numerous others.

Route.			
238.	Manchester to Leeds by		Todmorden, 47m.
238, 239, 238.	,,	,,	Blackstone Edge, 42½m.
239, 223, 239, 238.	,,	,,	Bleakedge-gate, 41⅝m.
237, 113.	,,	,,	Huddersfield, 40½m.

239 MANCHESTER TO BRADFORD.

Description.—Class I. Fairly good surface to Littleborough, then rather poor till near Ripponden, whence fairly good surface, but with some paving, to Bradford.

Gradients.—At 5½m. 1 in 14; 7½m. 1 in 17; 10½m. 1 in 14 (dangerous); 14¼m. 1 in 12 (dangerous); 16¼m. and 17m. 1 in 20; 17½m. 1 in 16; 18m. 1 in 18.

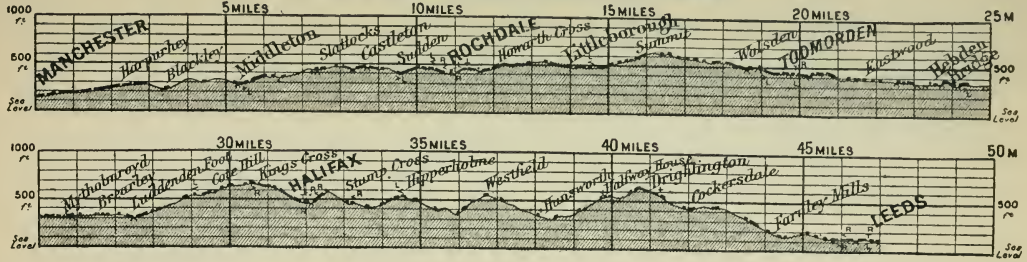
Milestones.—Irregular at first. Afterwards measured from Town Hall, Bradford.

Measurements.

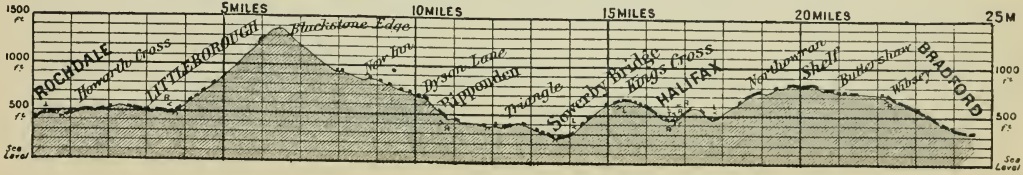
Manchester,* Exchange.					
10⅞	Rochdale,* Town Hall.				
21⅝	10¾	Ripponden.*			
24⅝	13¾	3	Sowerby Bridge.*		
27⅜	16½	5¾	2¾	Halifax,* Town Hall.	
35⅜	24½	13¾	10¾	8	Bradford,* Town Hall.

[over.

ROUTE 238. MANCHESTER TO LEEDS.



ROUTE 239. MANCHESTER TO BRADFORD. *(As above to Rochdale.)*



(Route 239—Continued.)

Principal Objects of Interest.—Littleborough and Halifax as above. Splendid view from Blackstone Edge. BRADFORD: Town Hall, Lister Park, &c.

Hotels or Inns at places marked *, and numerous others.

Route.			
238, 239, 238.	Manchester to Bradford by		Todmorden, 39⅞m.
239.	,,	,,	Blackstone Edge, 35⅝m.
237, 223, 239.	,,	,,	Bleakedge-gate, 34¼m.
237, 120.	,,	,,	Huddersfield, 36m.

240 MANCHESTER TO BARNSLEY.

Description.—Class II. The road is paved most of the way between Manchester and Stalybridge, but it is in good order. From Stalybridge to Penistone the road is very good but undulating, to Woodhead; thereafter rather rough until Flouch Inn is reached. From Penistone to Barnsley the surface is only fairly good. The more direct road to Mottram is given in the next route.

Gradients.—At 9m. 1 in 19; 10½m. 1 in 15; 13½m. 1 in 18; 17m. 1 in 20; 20¼m. 1 in 21; 23½m. 1 in 15; 24¾m. 1 in 21; 26½m. 1 in 16; 29½m. 1 in 14-17; 30¼m. 1 in 14 (dangerous); 31m. 1 in 16; 31¾m. 1 in 17; 33m. 1 in 13-20; 35¾m. 1 in 24.

Milestones.—Measured from Piccadilly, Manchester. In Yorkshire, from Market Place, Barnsley.

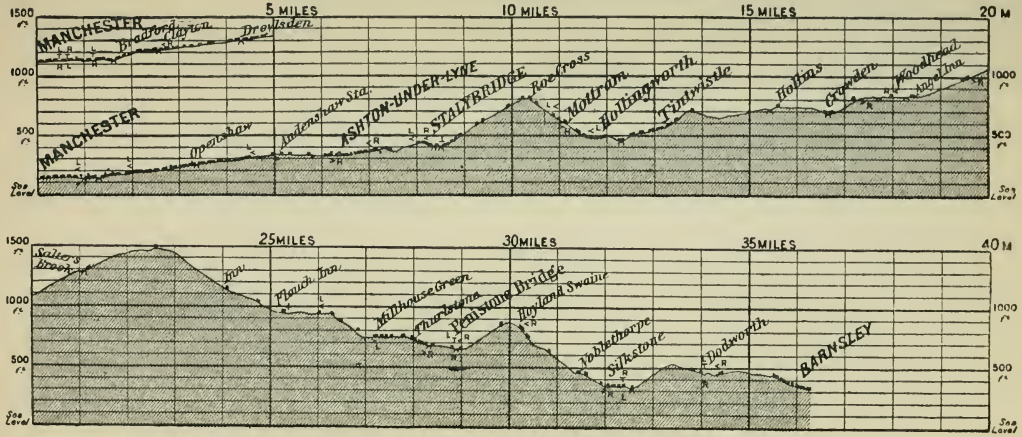
Measurements.

Manchester,* Exchange.									
6¾	Ashton-under-Lyne.*								
8⅛	1⅜	Stalybridge.*							
11⅛	4⅜	3	Mottram.*						
18	11¼	9⅞	6⅞	Woodhead Inn.*					
25¼	18½	17⅛	14⅛	7¼	Flouch Inn.*				
28⅞	22⅛	20¾	17¾	10⅞	3⅝	Penistone,* Bridge.			
32¼	25½	24⅛	21⅛	14¼	7	3⅜	Silkstone.*		
36¼	29½	28⅛	25⅛	18¼	11	7⅜	4	Barnsley,* Market.	

Principal Objects of Interest.—Manufacturing district to Stalybridge. 13m. to 18m., Reservoirs. Otherwise rather bleak. Barnsley: Collieries, Wenworth Castle.

Hotels or Inns at places marked *, and at Audenshaw, Roe Cross, Hollingworth, Tintwistle, Crowden, and Dodworth.

Route 240. Manchester to Barnsley.



241 MANCHESTER TO SHEFFIELD.

Description.—Class I. The first fourteen miles are to a large extent paved, and although not very rough, are not very pleasant travelling. There is a long steep ascent out of Glossop which will have to be walked. The surface on this hill is fairly good, but it is rough about the summit. After Snake Inn the surface is fairly good the whole way to Sheffield, but the length of the hills is very trying. There are several good stretches of road near Ashopton, but on the higher parts of the road the surface is bad.

Gradients.—At 4¼m. 1 in 24; 10¾m. 1 in 15. Ascent from Glossop mostly 1 in 14; 18½m. 1 in 14-12 (dangerous); 20m. 1 in 18; 20¾m. 1 in 24; 22½m. 1 in 25; 31½m. 1 in 23; 36¼m. 1 in 15.

Milestones.—Measured from Piccadilly, Manchester; after Mottram, from the same place, but *via* Stalybridge; after Snake Inn, from Sheffield.

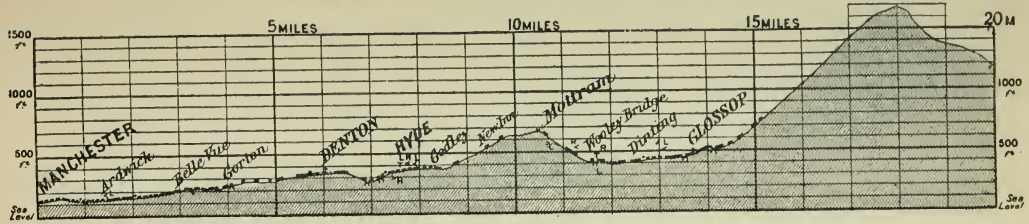
Measurements.

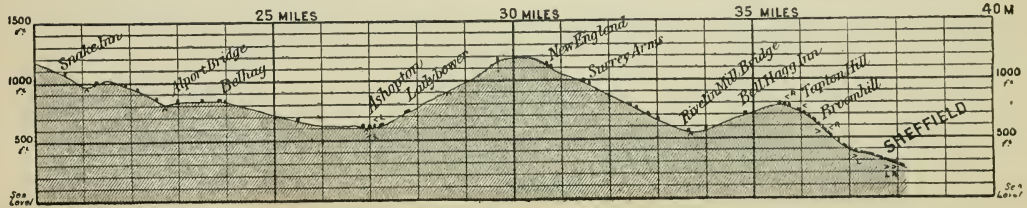
Manchester,* Exchange.						
6⅛	Denton.*					
7⅝	1½	Hyde,* Town Hall.				
10¾	4⅝	3⅛	Mottram.*			
13¾	7⅝	6½	3	Glossop,* Town Hall.		
20⅝	14½	13	9⅞	6⅞	Snake Inn.*	
27	20¾	19⅜	16¼	13¼	6⅜	Ashopton.*
33⅛	32	30½	27⅜	24⅜	17½	11⅛ Sheffield,* Market.

Principal Objects of Interest.—Manufacturing district as far as Glossop. Fine scenery after Snake Inn, and splendid views from the higher parts of the road. SHEFFIELD: Town Hall, Museum, Free Library.

Hotels or Inns at places marked*, and at Gorton, New Inn, Ladybower, and Bellhag Inn.

Route 241. Manchester to Sheffield.





242 MANCHESTER TO BUXTON.

Description.—Class I. The road is paved—rather rough paving—as far as Hazelgrove; after that the road has very good surface right into Buxton. The length of the ascent after Whaley Bridge is very trying, though the gradient is not very steep.

Gradients.—At 6m. and 6¾m. 1 in 24; 11m. 1 in 27; 18m. 1 in 22; then mostly 1 in 27; 23¼m. 1 in 22; 24m. 1 in 14.

Milestones.—Measured from High Street, Manchester.

Measurements.

Manchester,* Exchange.				
6½	Stockport,* Wellington Bridge (or Market).			
9¼	2¾	Hazelgrove.*		
13¼	6¾	4	Disley.*	
17¼	10¾	8	4	Whaley Bridge.*
24⅝	18⅛	15⅜	11⅜	7⅜ Buxton,* Spring Gardens.

Principal Objects of Interest.—Manufacturing district. Splendid views above Whaley Bridge. Buxton: Baths, Devonshire Hospital, Axe Edge, Duke's Drive, &c.

Hotels or Inns at places marked*, and numerous others.

243 MANCHESTER TO ASHBOURNE.

Description.—Class I. For the first ten miles the road is paved, after that it has fair surface as far as Macclesfield, after which it is fine to Leek; thereafter the road is not nearly so good, and is very hilly, with rough parts on some of the hills. This last section is not in good order.

Gradients.—At 6m. and 6¾m. 1 in 24; at Macclesfield 1 in 17; 25m. 1 in 21; 26½m. 1 in 18; 31½m. 1 in 20; 34½m. 1 in 18; 36m. 1 in 20; 39½m. 1 in 15; 43m. 1 in 15; 44m. 1 in 14 (dangerous).

Milestones.—Measured from High Street, Manchester. Beyond Macclesfield, from Park Green, Macclesfield. Beyond Leek, from Market Place, Leek.

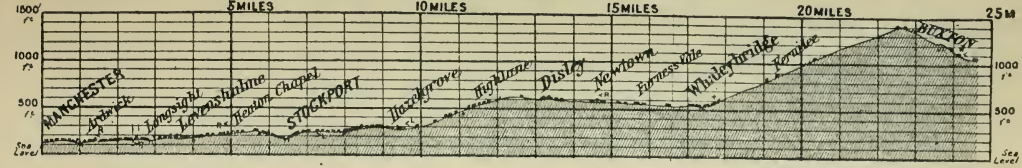
Measurements.

Manchester,* Exchange.				
6½	Stockport,* Wellington Bridge.			
18	11½	Macclesfield,* Town Hall.		
31	24½	13	Leek,* Market.	
38⅞	32⅜	20⅞	7⅞	Waterhouses.*
46¼	39¾	28¼	15¼	7⅜ Ashbourne,* Market.

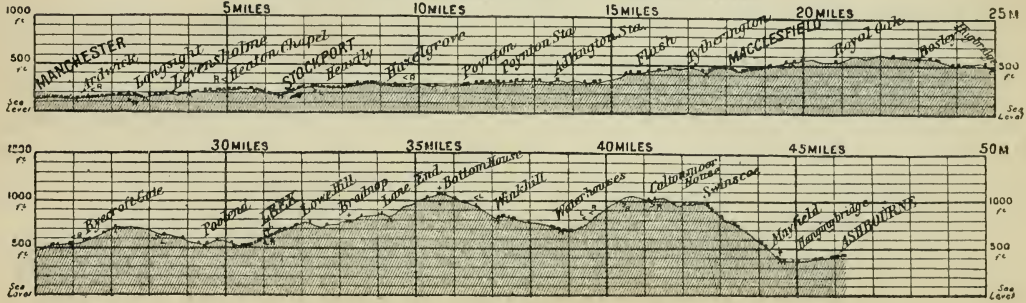
Principal Objects of Interest.—Manufacturing district as far as Hazelgrove, after that pleasant country road. 27m., Rudyard Reservoir. Leek: Church. Rather dreary after Leek, but fine view of Dovedale descending to Ashbourne.

Hotels or Inns at places marked*, and at Poynton Station, Flash, Tytherington, Bosley, Ryecroft Gate, Swinscoe, and Mayfield.

Route 242. Manchester to Buxton.



Route 243. Manchester to Ashbourne.



244 MANCHESTER TO NEWCASTLE under Lyme.

Description.—Class I. The road is paved almost the whole way to Cheadle; after that the road has very good surface to Congleton, whence it is good as far as the county boundary at Red Bull; thereafter the road is rather poor into Newcastle. There is a very sharp turn descending to the bridge at Congleton. The best part of the road is between Wilmslow and Congleton. For Altrincham by Northenden (10¾m.) turn to the right in Withington.

Gradients.—At 12m. 1 in 21; 24¼m. 1 in 15 (dangerous turn); 24½m. 1 in 24; 29½m. 1 in 24; 30½m. 1 in 20; 31m. 1 in 17; 34m. 1 in 24; 35m. 1 in 20.

Milestones.—Measured from St. Anne's Square, Manchester; after Wilmslow measured from Stone (*Staffs*).

Measurements

Manchester,* Exchange.						
7⅛	Cheadle.*					
12⅜	5¼	Wilmslow.*				
14	6⅞	1⅝	Alderley.*			
24⅝	17½	12¼	10⅝	Congleton.*		
30⅝	23½	18¼	16⅝	6	Red Bull.*	(Route 259.)
36¾	29⅝	24⅜	22¾	12⅛	6⅛	Newcastle-under-Lyme.*

Principal Objects of Interest.—Alderley: Alderley Edge and Park. 18m., Reeds Mere. 29m., Mow Cop. NEWCASTLE: Trentham Hall, Keele Hall.

Hotels or Inns at places marked*, and numerous others.

245 MANCHESTER TO HOLMES CHAPEL, &c.

Description.—Class III. As previous route for the first ten miles; thereafter a good country road, but with splendid surface between Chelford and Holmes Chapel, thence fair to Sandback.

Gradients.—At 22½m. and 23¼m. 1 in 20.

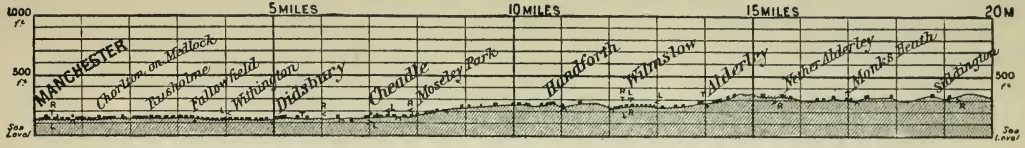
Measurements.

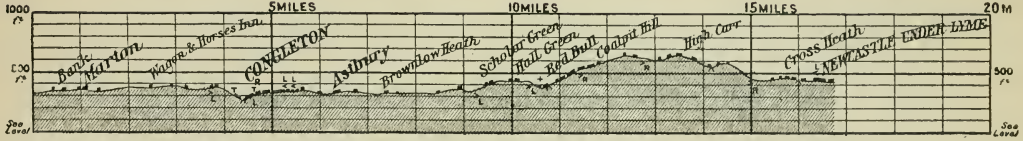
Manchester,* Exchange.				
14	Alderley.*			
17½	3½	Chelford.*		
24	10	6½	Holmes Chapel.*	
29	15	11½	5	Sandbach,* Town Hall.

Principal Objects of Interest.—Alderley: Alderley Edge and Park. Holmes Chapel: Cranage Hall. SANDBACH: Crosses.

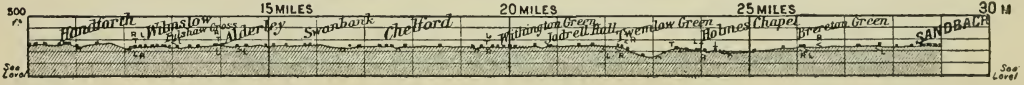
Hotels or Inns at places marked*, &c., &c.

ROUTE 244. MANCHESTER TO NEWCASTLE-UNDER-LYME.





ROUTE 245. MANCHESTER TO HOLMES CHAPEL, &c. *(First 10 miles as above.)*



246 LIVERPOOL TO HOYLAKE.

Description.—Class II. Ferry to Birkenhead (¾m.). The road is almost level and has good surface throughout. The road does not pass through the main part of Birkenhead.

Milestones.—Measured from Woodside Ferry.

Measurements.

Liverpool,* St. George's Hall.
1¾ Birkenhead,* Woodside Hotel.
9½ 7¾ Hoylake,* Stanley Hotel.

Principal Objects of Interest.—Flat, and uninteresting country. Hoylake: Golf Course.

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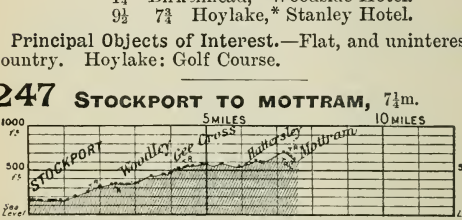
247 STOCKPORT TO MOTTRAM, 7¼m.



Description.—Class II. The road has good surface outside the villages, where it is paved.

Gradients.—At 3 and 4m. 1 in 20; 6¾m. 1 in 22.

Milestones.—Measured from Stockport,* Market.

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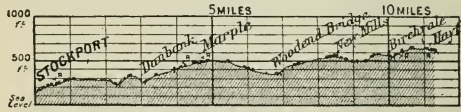
248 STOCKPORT TO HAYFIELD.



Description.—Class II. A fairly good road, but with several pretty stiff hills. The better road (12m.) is by Disley, Route 242, turning to the left at Newtown.

Gradients.—At ¼m. 1 in 21; 2½m. 1 in 15; 3¼m. 1 in 14; 7m. 1 in 12; 9½m. 1 in 12.

Measurements.

Stockport,* Lancashire Bridge.
4½ Marple.*
8¼ 3¾ Newmills,* Market Street.
11¼ 6¾ 3 Hayfield.*

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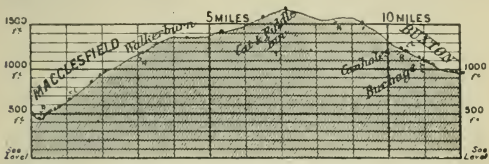
249 MACCLESFIELD TO BUXTON.

Description.—Class II. The surface of this road is fairly good throughout, although it is apt to be loose near

the "Cat and Fiddle." After the first mile out of Macclesfield the road is very well engineered, but the length of the gradient is very trying.



Gradients.—At ½m. 1 in 15; 1¾m. 1 in 18; 3½m. 1 in 18; 6m. 1 in 26; 9½m. 1 in 18; 10½m. 1 in 26.

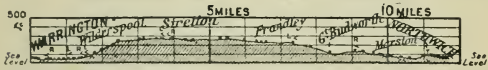
Milestones.—Measured from High Street, Buxton.

Measurements.

Macclesfield,* Town Hall.
7⅛ Cat and Fiddle Inn.*
12⅛ 5 Buxton,* Spring Gardens.

Principal Objects of Interest.—7⅛m., Cat and Fiddle Inn. Buxton: see Route 273.

WARRINGTON TO NORTHWICH. 250



Description.—Class II. The road has good surface, but is slightly rough approaching Northwich.

Gradients.—At 2m. 1 in 23.

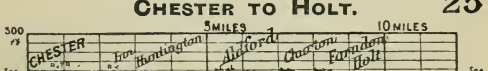
Milestones.—Measured from Warrington Bridge.

Measurements.

Warrington.*
3⅝ Stretton.*
11⅝ 8 Northwich,* Bull Ring.

Principal Objects of Interest.—1¼m., Manchester Ship Canal. Budworth: Budworth Mere. Northwich: Salt Works

CHESTER TO HOLT. 251



Description.—Class III. The road is narrow and undulating, but has good surface throughout.

Measurements.

Chester,* Cross.
5½ Aldford.
9 3½ Holt,* Cross.

Principal Objects of Interest.—Flat, and uninteresting country at first, rather pretty near Farndon.

Hotels or Inns at places marked *.

252 MANCHESTER TO CHESTER.

Description.—Class I. As far as Stretford the road is paved, but after that, with the exception of a rough piece at Northwich, the road has fine surface throughout and easy gradients. This Route, combined with 253, is the usual road to Warrington. A good but slightly longer road to Altrincham is by Withington: see Route 244.

Gradients.—At 10m. 1 in 24; 21¼m. 1 in 20; 18½m. 1 in 18; 24¼m. 1 in 22; 27¾m. 1 in 19; 30½m. 1 in 21.

Milestones.—Measured from St. Anne's Square, Manchester; then from Altrincham Market as far as Northwich; thence measured from Chester Cross.

Measurements.

Manchester,* Exchange.				
8½	Altrincham,* Market.			
(15¾	7¼	Knutsford,* Square.)		
20⅞	12⅜	7¼	Northwich,* Bull Ring.	
30½	22	16⅞	9⅝	Kelsall,* Inn.
38⅜	29⅞	24⅜	17½	7⅞ Chester,* Cross.

Principal Objects of Interest.—ALTRINCHAM: Bowden Church. 11½m., Rostherne Mere. 13½m., Mere Hall and Lake. 15½m., Tabley Park. 27½m., Delamere Forest. CHESTER: Cathedral, Castle, Rows, Walls, Grosvenor Bri.

Hotels or Inns at places marked *, and numerous others.

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253 STOCKPORT TO WARRINGTON.

Description.—Class I. Fairly good surface to Altrincham, thence good, but undulating to Warrington.

Gradients.—At 13½m. 1 in 23.

Milestones.—Measured from Stockport Market.

Measurements.

Stockport,* Market.					
2¾	Cheadle.*				
...	...	Manchester,* Exchange.			
9	6¼	8½	Altrincham,* Market.		
15⅝	12⅝	14⅞	6⅜	Lymm.*	
20⅝	17⅞	20½	11⅝	5¼	Warrington.*

Principal Objects of Interest.—ALTRINCHAM: Bowden Church. 19m., Ship Canal.

Hotels or Inns at places marked,* and numerous others.

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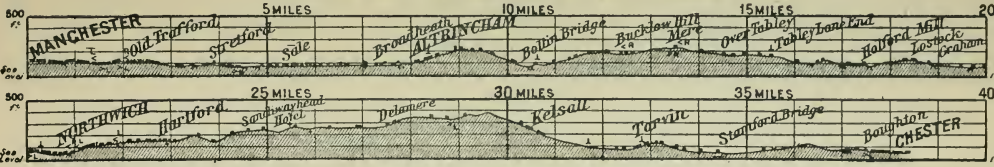
254 STOCKPORT TO HUDDERSFIELD.

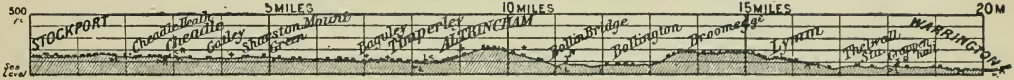
Description.—Class II. Fairly good road to Denton, thence paved to Stalybridge, whence fairly good surface to Upper Mill; after that slightly rough on the long ascent. Route 237 is joined at Bleak Hay Nook.

Gradients.—At 2½ and 3m. 1 in 19; 14¾m. 1 in 20. [*over.*

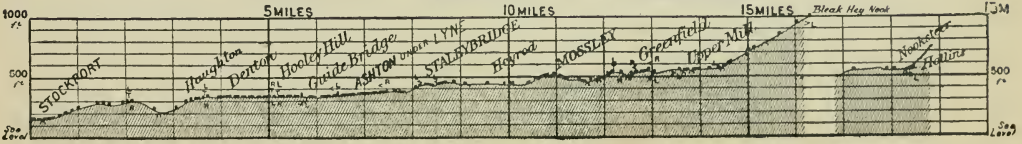
Route 252. Manchester to Chester.



Route 253. Stockport to Warrington.



Route 254. Stockport to Huddersfield.



Route 254—Continued.

Measurements.

Stockport,* Market.					
4¼	Denton.*				
7	2¾	Ashton-under-Lyne.*			
8½	4¼	1½	Stalybridge.*		
10¾	6⅝	3⅞	2⅝	Mossley.*	
27½	23¼	20½	19	16⅝	Huddersfield,* Market.

Principal Objects of Interest.—Manufacturing district.

Hotels or Inns at places marked*, and numerous others.

255 Macclesfield to Castleton.

Description.—Class II. The road has fairly good surface, but is exceedingly hilly and dangerously steep to Whaley Bridge; thereafter fine surface to Chapel-le-Frith, after which it is only moderately good to Castleton.

Gradients.—At 2m., 3¼m., 5¾m., and 6¼m. 1 in 10 (dangerous); 2½m. 1 in 15; 4½m. and 5¼m. 1 in 13; 8¼m. 1 in 12 (dangerous); 13m. 1 in 17; 17m. 1 in 11 (dangerous turn); 17½m. 1 in 16.

Milestones.—Measured from Station, Macclesfield; after Chapel-le-Frith, from Sheffield.

Measurements.

Macclesfield,* Town Hall.			
(9	Whaley Bridge.*)		
11¾	3¾	Chapel-le-Frith.*	
18¾	10¾	7	Castleton.*

Principal Objects of Interest.—Chapel-le-Frith: Church. 9¾m., Bradshaw Hall. Castleton: Caverns, Castle, &c.

Hotels or Inns at places marked*, and at Rainow, and Kettlesholme.

256 Macclesfield to Whitchurch.

Description.—Class II. Good surface the whole way to Nantwich, but with a dangerous descent to Congleton Bridge; after that rather poor most of the way to Whitchurch.

Gradients.—At 8½m. 1 in 15 (dangerous turn); 17m. 1 in 24.

Milestones.—Measured from Park Green, Macclesfield.

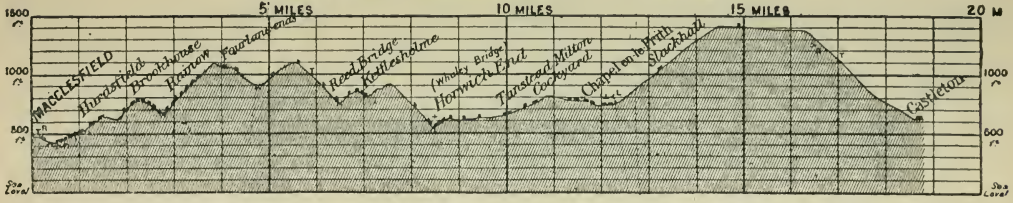
Measurements.

Macclesfield,* Town Hall.					
8⅝	Congleton.*				
15¾	7⅛	Sandbach,* Town Hall.			
21½	12⅞	5¾	Crewe,* Station.		
25¾	17⅛	10	4¼	Nantwich.*	
36¾	28⅛	21	15¼	11	Whitchurch.*

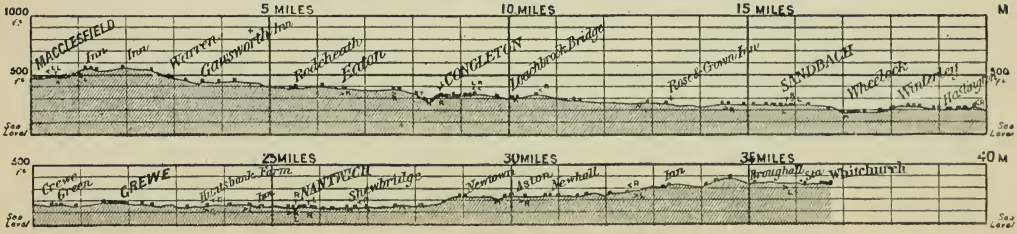
Principal Objects of Interest.—Sandbach: Crosses. Crewe: Hall, Railway Works. 32½m., Combermere Park.

Hotels or Inns at places marked*, and at Gawsworth, Eaton, Rose and Crown, Wheelock, Haslington, Aston, &c.

ROUTE 255. MACCLESFIELD TO CASTLETON.



ROUTE 256. MACCLESFIELD TO WHITCHURCH.



257 Macclesfield to Knutsford, &c.

Description.—Class II. The road has fine surface throughout, and is almost level after Monksheath.

Gradients.—At 3½m. 1 in 27.

Milestones.—Measured from Town Hall, Knutsford.

Measurements.			
Macclesfield,* Town Hall.			
6¼	Chelford.*		
11½	5¼	Knutsford,* Square.	
18¾	12½	7¼	Altrincham,* Market.
18¾	12½	7¼	Northwich.*

Principal Objects of Interest.—10⅜m., Obelisk. Knutsford: Tatton Park, Prison.

Hotels or Inns at places marked *.

258 Warrington to Whitchurch.

Description.—Class II. The road has only fairly good surface as far as Tarporley; after that it is rather better. The road is somewhat undulating, but the hills are nearly all very well engineered. To avoid the hill between Cotebrook and Tarporley turn to the left in the former place, and rejoin the road a mile beyond the latter. In the reverse direction keep straight forward at crossroads a mile before Tarporley.

Gradients.—At 2m. 1 in 23; 8m. 1 in 18; 11½m. 1 in 22; 16½m. 1 in 19; 18m. 1 in 22; 20m. 1 in 18; 20¾m. 1 in 18.

Milestones.—Measured from Warrington, Bridge.

Measurements.				
Warrington.*				
9⅞	Weaverham.*			
18⅜	8½	Tarporley.*		
20⅝	10½	2	Beeston Castle.*	
32½	22⅝	14½	12⅛	Whitchurch.*

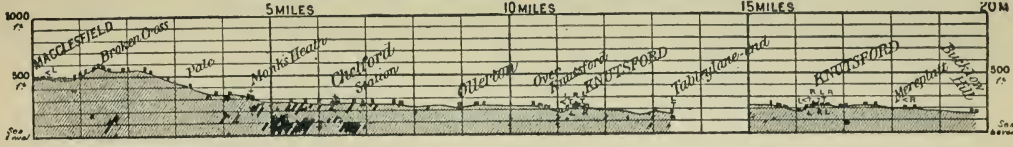
Principal Objects of Interest.—14¾m., Oak Mere. 20¼m., Beeston Castle. 26¼m., Cholmondeley Castle. Whitchurch: Combermere Park.

Hotels or Inns at places marked *, and at Stretton, Acton Bridge, Cuddington, Cotebrook, and Quoisley Inn.

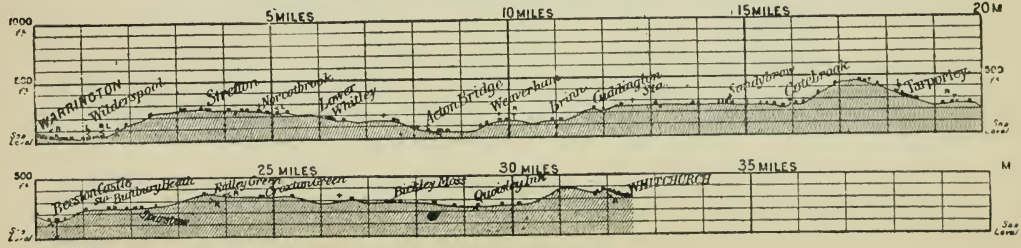
259 Runcorn to The Potteries.

Description.—Class II. An undulating road throughout, with only moderately good surface. The best portion is between Middlewich and Lawton Gate; after that the road is very rough and mostly paved. From Lawton Gate to Newcastle: see Route 231. [over.

Route 257. Macclesfield to Knutsford, &c.



Route 258. Warrington to Whitchurch.



Route 259—Continued.

Gradients.—At 1¾m. 1 in 15; 10¼m. 1 in 15; 12m. 1 in 11 (dangerous); 31m. 1 in 15; 33¾m. and 36¼m. 1 in 22.

Milestones.—Measured from Dane Bridge, Northwich; then from Town Hall, Middlewich.

Measurements.

Runcorn.*								
12⅛	Northwich.*							
18⅜	6¼	Middlewich,* Town Hall.						
23½	11⅜	5⅛	Sandbach,* Town Hall.					
28⅛	16	9¾	4⅝	Lawton Gate.*				
32⅞	20¾	14½	9⅜	4¾	Tunstall.*			
34⅛	22	15¾	10⅝	6	1¼	Birslem,* Market.		
35¾	23⅝	17⅜	12¼	7⅝	2⅞	1⅝	Hanley,* Market.	
39	26⅞	20⅝	15½	10⅞	6⅛	4⅞	3¼	Longton,* Town Hall.

Principal Objects of Interest.—15½m., Bostock Hall. SANDBACH: Crosses. Very dingy in "the Potteries."

Hotels or Inns at places marked*, and numerous others.

260 CHESTER TO HOYLAKE.

Description.—Class II. Very good surface to Hinderton; thereafter not quite so good.

Gradients.—At 15½m. 1 in 27.

Milestones.—Measured from Chester, Cross.

Measurements.

Chester,* Cross.				
(10⅞	Neston.*)			
(11¾	⅞	Parkgate.*)		
15⅛	5	5¼	Thurstaston.	
20	9⅞	10⅛	4⅞	Hoylake,* Stanley Hotel.

Principal Objects of Interest.—Fine views of the Welsh coast.

Hotels or Inns at places marked*, and at Hinderton.

261 CHESTER TO LIVERPOOL.

Description.—Class I. Fine surface to Rock Ferry, then rough paving to the Birkenhead landing-stage, where ferry (¾m.).

Milestones.—Measured from Chester, Cross.

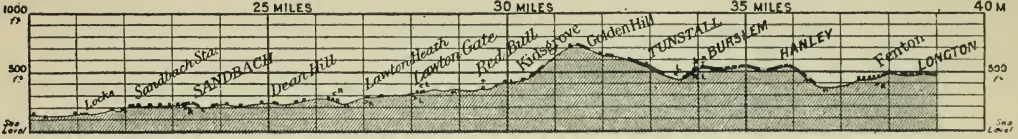
Measurements.

Chester,* Cross.				
7¼	Sutton,* Station.			
9⅜	2⅛	Eastham.*		
15¼	8	5⅞	Birkenhead,* Market.	
17¼	10	7⅞	2	Liverpool,* St. George's Hall.

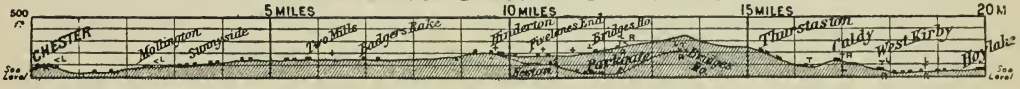
Eastham to Eastham Ferry, 1¼m.

[over.

Route 259. Runcorn to The Potteries.



Route 260. Chester to Hoylake.



Route 261. Chester to Liverpool.

Route 261—Continued.

Principal Objects of Interest.—8¼m., Hooton Hall. BIRKENHEAD: Park. LIVERPOOL: St. George's Hall, St. Nicholas Church, Free Library, Docks, &c.

Hotels or Inns at places marked*, and at Rock Ferry.

262 CHESTER TO WARRINGTON.

Description.—Class I. A splendid road, undulating, with comparatively easy gradients. It is a little rough about Frodsham, and approaching Warrington.

Gradients.—At 12½m. 1 in 26; 19¾m. 1 in 20; 20½m. 1 in 21.

Milestones.—Measured from commencement of road, Chester; then from Town Hall, Frodsham.

Measurements.

Chester,* Cross.
10¾ Frodsham,* Town Hall.
20⅜ 9⅝ Warrington.*

Principal Objects of Interest.—Uninteresting road. 16m., Daresborough Hall. 19m., Ship Canal.

Hotels or Inns at places marked*.

263 CHESTER TO SHREWSBURY.

Description.—Class I. The road has splendid surface almost the whole way, and is usually in first class condition. It is sometimes a little loose about Hampton Heath, but to no great extent. Between Wem and Shrewsbury it is slightly undulating, but the surface is good.

Gradients.—At 32m. 1 in 25.

Milestones.—Measured from Chester Cross as far as Whitchurch; after which they are from Wem; beyond Wem, measured from Shrewsbury.

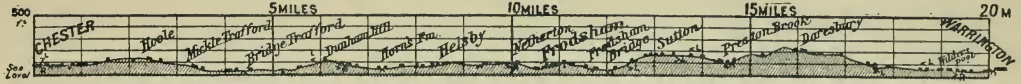
Measurements.

Chester,* Cross.
10½ Broxton,* Station.
19¾ 9¾ Whitchurch.*
28⅝ 18½ 8¾ Wem,* Church.
39⅝ 29¼ 19½ 10¾ Shrewsbury.*

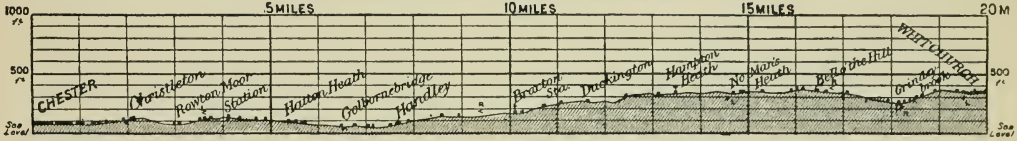
Principal Objects of Interest.—Agricultural country. Whitchurch: Combermere Park. Wem: Hawkstone, Rowland Hill Obelisk. 36¾m., Battlefield, 1403. SHREWSBURY: Castle, Church, Walls.

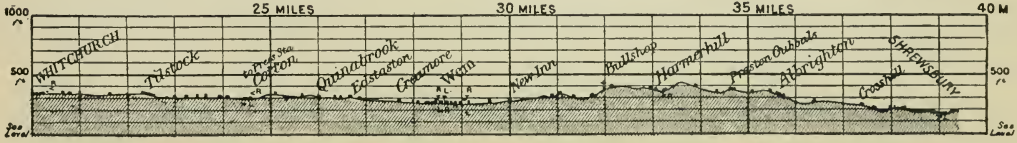
Hotels or Inns at places marked*, and at Hampton Heath, Tilstock, Harmer Hill, Albrighton, &c.

Route 262. Chester to Warrington.



Route 263. Chester to Shrewsbury.





264 Chester to Holmes Chapel.

Description.—Class II. The road is in very good order as far as Delamere, where it turns off the Manchester road. Thence fair surface as far as Over, when it becomes rather rough right on to Middlewich; thereafter good surface.

Gradients.—At 8m. 1 in 17; 19½m. 1 in 23.

Milestones.—Measured from Chester, Cross.

Measurements.

Chester,* Cross.					
7⅞	Kelsall.*				
16	8⅛	Over.*			
17	9⅛	1	Winsford,* Town Hall.		
20⅜	12½	4⅜	3⅜	Middlewich,* Town Hall.	
24⅛	16¼	8¼	7⅛	3¾	Holmes Chapel.*

Principal Objects of Interest.—9½m., Delamere Forest. Winsford: Salt Works.

Hotels or Inns at places marked *, and at Fishpool.

265 Chester to Stone.

Description.—Class I. The road is very slightly undulating, and has splendid surface as far as Woore, excepting in Tarporley and Nantwich; thereafter the surface is not quite so good, and the hills are slightly steeper. An almost better road is to go to Newcastle from Nantwich; but this is the shorter.

Gradients.—At 28½m. 1 in 25; 34½m. 1 in 25; 36¾m. 1 in 13; 38¼m. 1 in 22; 40m. 1 in 17.

Milestones.—At first, measured from Chester, Cross; then from Stone, Square.

Measurements.

Chester,* Cross.					
10⅝	Tarporley,* Swan Hotel.				
20	9⅜	Nantwich,* Bull Ring.			
28¾	18¼	8¾	Woore.*		
32¼	21⅝	12¼	3½	Blackbrook.*	
41¾	31⅛	21¾	13	9½	Stone,* Square.

Principal Objects of Interest.—Pleasant agricultural country the whole way. Tarporley: Church, Battlefield, Beeston Castle.

Hotels or Inns at places marked *, and at Clotton, Barbridge, Acton, and Darlaston.

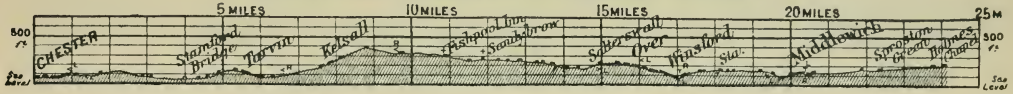
266 Nantwich to Knutsford.

Description.—Class III. A narrow undulating country road, but with good surface throughout.

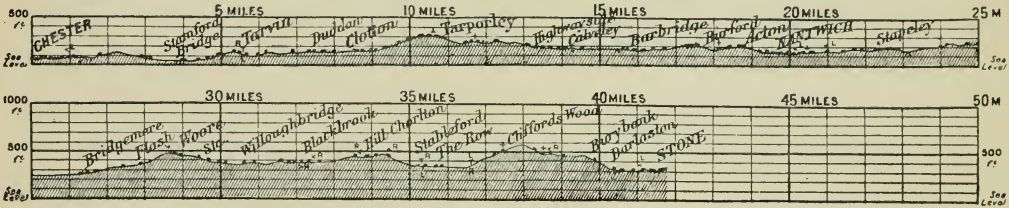
Milestones.—Measured from Wheelock Street, Middlewich.

[over.

Route 264. Chester to Holmes Chapel.



Route 265. Chester to Stone.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.
The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

(Route 266—Continued.)

Measurements.

Nantwich.*
5 Bradfield Green.*
10½ 5½ Middlewich,* Town Hall.
19⅜ 14 9⅜ Knutsford,* Square.

Principal Objects of Interest.—Pleasant agricultural country. Rather pretty near Peover.

Hotels or Inns at places marked *, and at Swan Green.

267 Congleton to Northwich.

Description.—Class III. The road, though slightly undulating, is practically level, and has good surface the whole way, excepting the short section between Cranage and the "Three Grey Hounds."

Measurements.

Congleton,* Lion and Swan.
6⅞ Holmes Chapel.*
11¾ 4⅞ Lach Dennis.*
15¼ 8⅜ 3½ Northwich.*

Principal Objects of Interest.—5m., Brereton Hall. 8½m., Cranage Hall. Northwich: Salt Works. Pleasant agricultural country.

Hotels or Inns at places marked,* and at Three Grey Hounds Inn.

268 Congleton to Buxton.

Description.—Class III. For the first five miles the road is good; after that it is very steep, with several precipitous gradients. From Smithy Green to Danebower the road is rather rough and stony. On reaching Axe Edge the road becomes fairly good, and improves greatly near Buxton. On the reverse journey there is a very dangerous turn at Allgreave.

Gradients.—At 1¼m. 1 in 20; 2¾m. 1 in 16; 4½m. 1 in 21; 5½m. 1 in 13; 6½m. 1 in 9 (dangerous); 7¼m. 1 in 14; 7¾m. 1 in 14; 9m. 1 in 9 (very dangerous); 14½m. 1 in 11-13 (dangerous turn); 10¾m. 1 in 17; 11½m. 1 in 12; 14½m. 1 in 18; 16m. 1 in 26.

Milestones.—Measured from Albion Hotel, Congleton; and from High Street, Buxton.

Measurements.

Congleton,* Lion and Swan.
4⅞ Smithy Green.*
9½ 4⅝ Allgreave.*
17⅛ 12¼ 7⅝ Buxton,* Spring Gardens.

Principal Objects of Interest.—6m., Bosley Reservoir. Buxton: Baths, Devonshire Hospital, Axe Edge, Cat and Fiddle, Duke's Drive, &c. A very dreary moorland road, but fine views about Axe Edge.

Hotels or Inns at places marked*, and at Robin Hood Inn, New Inn, and Burbage.

Route 266. Nantwich to Knutsford.

269 BUXTON TO GLOSSOP.

Description.—Class III. The road has pretty good surface as far as Chapel-le-Frith; after that it becomes very steep, and the surface is not nearly so good.

Gradients.—At ½m. 1 in 21; 4¾m. 1 in 19; 7¼m. 1 in 10 (dangerous); 8¼m. 1 in 14; 9¼m. 1 in 15; 10¼m. 1 in 20; 11¾m. 1 in 10 (dangerous); 13½m. 1 in 11 (dangerous).

Measurements.

Buxton,* Spring Gardens.				
3¼	Dove Holes.*			
(6	2¾	Chapel-le-Frith.*)		
10	6¾	4⅜	Hayfield.*	
13⅛	9⅞	7½	3⅛	Chunal.*
14¾	11½	9⅛	4¾	1⅝ Glossop,* Town Hall.

Principal Objects of Interest.—4¼m., Ebbing Well to N. Moorland road after Milton. 12¼m., Abbot's Chair to west.

Hotels or Inns at places marked*, and at Bold Hector Inn, Milton, Chinleyhead, and Grouse Inn.

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270 BUXTON TO EYAM, &c.

Description.—Class I. & II. The road has very good surface as far as Blackwell; after that the surface is scarcely so good, but it is pretty fair the whole way to Eyam.

The crossroad from Eyam to Stony Middleton is slightly rough, and dangerously steep.

Gradients.—At 3½m. 1 in 15; 5½m. 1 in 14; 6¼m. 1 in 16; 7m. 1 in 17; 8¼m. 1 in 25; 10m. 1 in 19; 13¼m. 1 in 17. Descent to Stony Middleton 1 in 11 (dangerous).

Measurements.

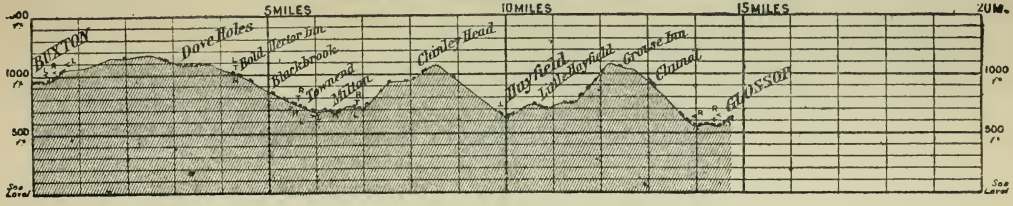
Buxton,* Spring Gardens.				
6⅜	Miller's Dale,* Inn.			
9	2⅝	Tideswell,* George Hotel.		
9⅝	3¼	⅝	Anchor Inn.*	
14	7⅝	5	4⅜	Eyam.*

Eyam to Stony Middleton,* 1¼m.

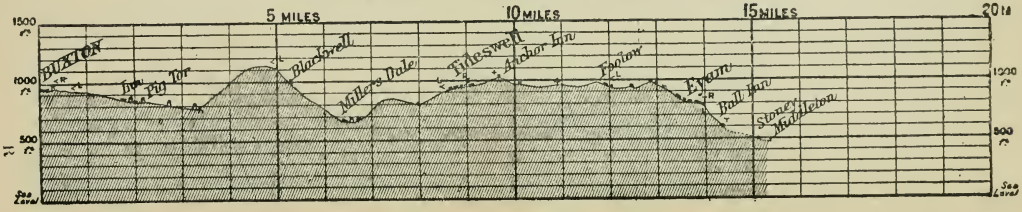
Principal Objects of Interest.—¾m., Duke's Drive. Tideswell: Church. Eyam: Church, Riley Graves, Eyam Dale, &c. Pretty scenery near Miller's Dale, and at Eyam.

Hotels or Inns at places marked*, and at Foolow.

Route 269. Buxton to Glossop.



Route 270. Buxton to Eyam, &c.



271 Ashbourne to Bakewell.

Description.—Class II. Although the road is well engineered the surface is not very good, and apt to be somewhat stony. Near Winster the road is rather rough, but improves very much at the foot of the hill, and thereafter is a fine road to Bakewell.

Gradients.—At 1½m. 1 in 16; 6½m. 1 in 18; 10½m. 1 in 14; 11½m. 1 in 16; 12½m. 1 in 19.

Milestones.—Measured from Post Office, Bakewell.

Measurements.

Ashbourne.*			
9⅝	Grange Mill.*		
11⅝	2	Winster.*	
17⅞	8¼	6¼	Bakewell,* Rutland Square.

Principal Objects of Interest.—Rather monotonous road at first. 11m. and 13m., Rowtor Rocks to east. 12½m., Robin Hood's Stride. 16m., Haddon Hall. Bakewell: Church.

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272 Derby to Newcastle-under-Lyme.

Description.—Class I. The road, though undulating at first, has very good surface the whole way to Uttoxeter; thereafter the surface is not quite so good, and the hills are slightly steeper. The last six miles into Newcastle is very rough, being mostly paved, and through the dingy "Potteries."

Gradients.—At 17m. 1 in 23; 22½m. 1 in 20; 25¾ and 26¼m. 1 in 20; 31m. 1 in 26; 34½m. 1 in 14.

Milestones.—Measured from Cheapside, Derby, to Uttoxeter; thereafter from Uttoxeter Goods Station. After Checkley, from Newcastle, Castle Hotel.

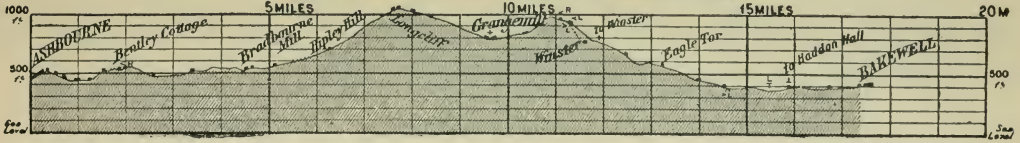
Measurements.

Derby,* Market Place.						
6	Etwall.*					
13¼	7¼	Sudbury.				
18⅝	12⅝	5⅜	Uttoxeter,* Market.			
25⅜	19⅝	12½	6¾	Upper Tean.*		
32½	26¼	18⅞	13½	6¾	Longton,* Town Hall.	
34½	28½	21¼	15⅞	9½	2⅜	Stoke.*
36⅝	30⅝	23⅜	18	11¼	4½	2⅛ Newcastle-under-Lyme,* P.O.

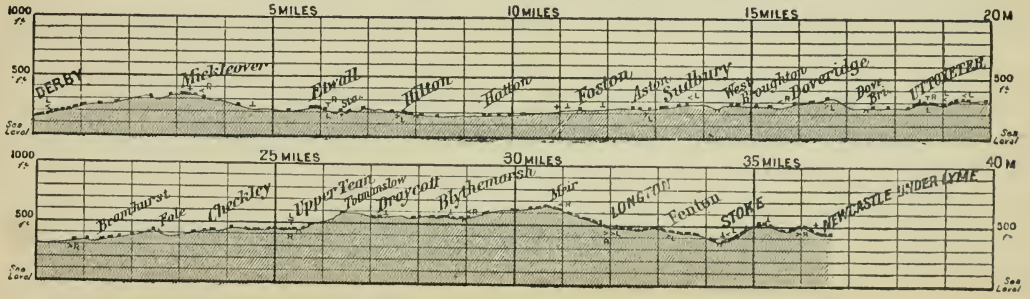
Principal Objects of Interest.—Sudbury: Sudbury Park. Uttoxeter: Church. Thickly populated manufacturing district near Longton and Stoke.

Hotels or Inns at places marked *, and at Hilton, Doveridge, Draycott, Blythe Bridge, Fenton, and Hart's Hill.

Route 271. Ashbourne to Bakewell.



Route 272. Derby to Newcastle-under-Lyme.



273 DERBY TO BUXTON.

(By Ashbourne.)

Description.—Class II. The road has good surface and comparatively easy hills as far as Ashbourne; after that the road becomes severely undulating, and with rather a loose surface, till within a few miles of Buxton. As a through road it can hardly be recommended, but as it lies along the ridge of the hills the views obtained are fairly extensive.

Gradients.—At 5m. 1 in 24; 7½m. 1 in 20; 9¾m. 1 in 23; 10m. 1 in 19; 12½m. 1 in 25; 13¼m. 1 in 13; 16m. 1 in 13 (dangerous); 19¼m. 1 in 14; 20m. 1 in 10 (dangerous); 21½m. 1 in 18; 25m. 1 in 15; 28¾m. 1 in 22; 30m. 1 in 18-13 (dangerous); 32¼m. 1 in 13 (dangerous).

Milestones.—Continuation of those south of Derby.

Measurements.

Derby,* Market Place.					
6¾	Brailsford.*				
13	6½	Ashbourne.*			
22¼	15¾	9¼	Newhaven Inn.*		
27¾	20¾	14¾	5½	Duke of York Inn.*	
33½	26⅝	20½	11¼	5¾	Buxton,* Spring Gardens.

Principal Objects of Interest.—Mackworth: Castle ruins. Ashbourne: Church. 15m. and 18¾m., to Dovedale. Rather dreary road after Newhaven, but commanding fine views. Buxton: Baths, Devonshire Hospital, Axe Edge, Cat and Fiddle, Duke's Drive, &c.

Hotels or Inns at places marked *, and at Fenny Bentley, Blue Bell Inn, and Hurdlow; and at (Thorp, and Dovedale).

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274 DERBY TO BUXTON.

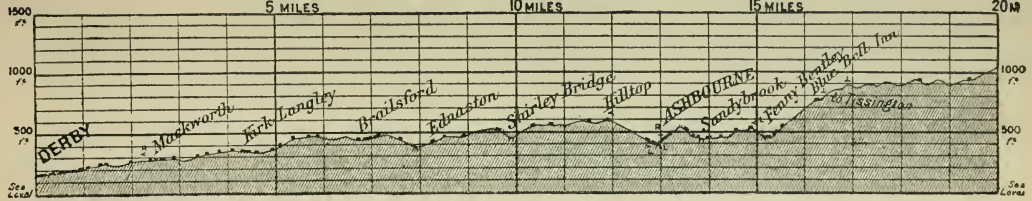
(By Matlock.)

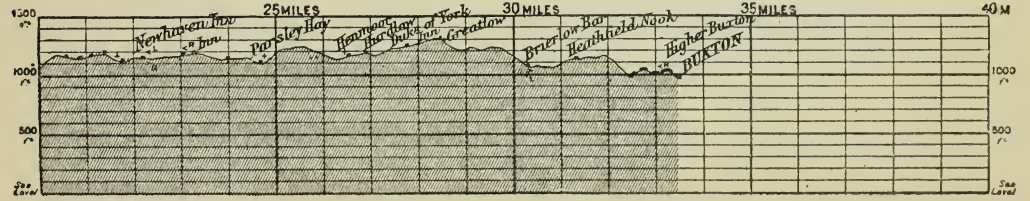
Description.—Class I. As far as Belper the road is very much cut up with heavy traffic, but after that it has splendid surface, and is in magnificent condition the whole way to Buxton. The hills near Taddington are steep, but not really dangerous. This road is one of the best and prettiest through roads to Manchester.

Gradients.—At 27 and 27½m. 1 in 20; 31¼m. 1 in 15; 36½m. 1 in 15.

Milestones.—Measured from Bridgegate, Derby. After Bakewell, from Bakewell Post Office. [over.

ROUTE 273. DERBY TO BUXTON. *(By Ashbourne.)*





(Route 273—Continued.)

Measurements.

Derby,* Market Place.												
7¾	Belper.*											
10½	2¾	Ambergate Inn.*										
12⅝	4⅞	2¼	Whatstandwell Inn.*									
15¾	8	5¼	3⅓	Cromford.*								
16⅞	9⅛	6⅜	4¼	1½	Matlock Bath.*							
18⅛	10⅜	7⅞	5½	2¾	1¼	Matlock Bridge.*						
22⅝	14⅞	12¼	10	6⅞	5¾	4½	Rowsley,* Station.					
26⅜	18⅜	15⅝	13½	10⅞	9¼	8	3½	Bakewell,* Rutland Sq.				
27¾	20	17¼	15⅛	12	10⅞	9⅝	5½	1⅝	Ashford.* [Gardens.			
38⅛	30⅜	27⅞	25½	22¾	21¼	20	15½	12	10⅜	Buxton,* Spring		

Principal Objects of Interest.—BELPER: Church. Cromford: Willersley Castle. MATLOCK: Petrifying Well, Caverns, High Tor, Heights of Abraham. Matlock Bridge: Hydropathic. Rowsley: Peak Tor, Chatsworth House to north. 24½m., Haddon Hall. Bakewell: Church. 30m., Monsal Dale. 34m., Topley Pike. 37½m., Duke's Drive. BUXTON: Baths, Devonshire Hospital, Axe Edge, Cat and Fiddle, Chee Dale, &c., &c. After Belper the scenery of the whole route is charming, particularly at Matlock.

Hotels or Inns at places marked *.

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275 DERBY TO ASHOPTON.

Description.—Class III. As previous route for first 20 miles. Although following the valley of the River Derwent, the road is really a cross country one, and is exceedingly undulating, though with tolerably good surface.

Gradients.—At 24½m. 1 in 19; 25½m. 1 in 20; 26¼ and 26½m. 1 in 14; 30m. 1 in 16; 36½m. 1 in 17; 38¼m. 1 in 12.

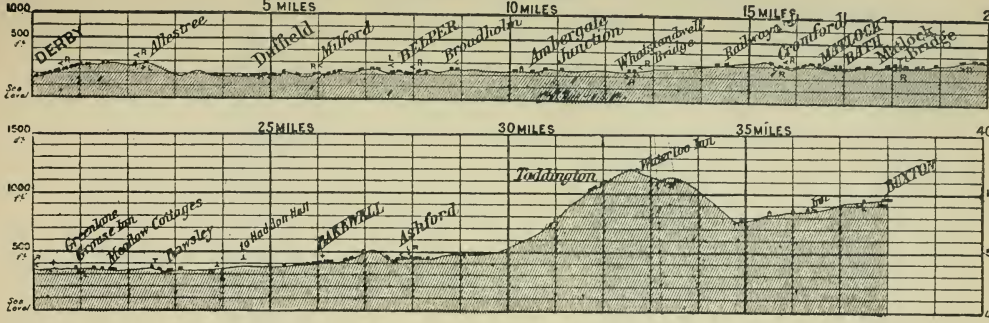
Measurements.

Derby,* Market Place.					
22⅝	Rowsley,* Station.				
27½	4⅞	Baslow,* Bridge.			
29⅜	6¾	1⅞	Calver Sough.*		
31⅜	8¾	3⅞	2	Grindleford Bridge.*	
34½	11½	6⅝	4⅞	2¾	Hathersage.*
38⅝	16	11⅛	9¼	7¼	4½ Ashopton,* Inn.

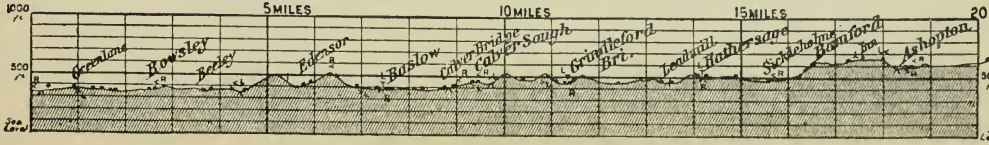
Principal Objects of Interest.—24½m., Chatsworth. 25¾m., Edensor. A very pretty road.

Hotels or Inns at places marked *, and at Edensor, Bamford, and Yorkshire Bridge.

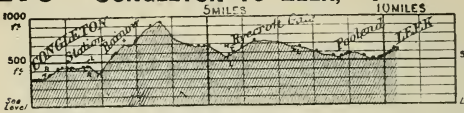
ROUTE 274. DERBY TO BUXTON. *(By Matlock.)*



ROUTE 275. DERBY TO ASHOPTON. *(First 20 miles as above.)*



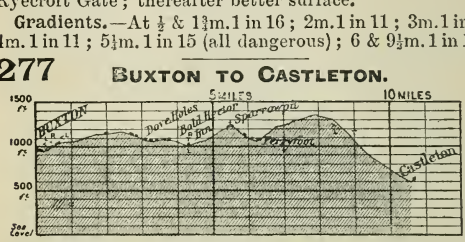
276 Congleton to Leek, 10½m.



Description.—Class III. An exceedingly hilly road to Ryecroft Gate; thereafter better surface.

Gradients.—At ½ & 1¾m. 1 in 16; 2m. 1 in 11; 3m. 1 in 10; 4m. 1 in 11; 5¼m. 1 in 15 (all dangerous); 6 & 9½m. 1 in 18.

277 Buxton to Castleton.



Description.—Class II. The road is rather apt to be loose, but generally has good surface the whole way.

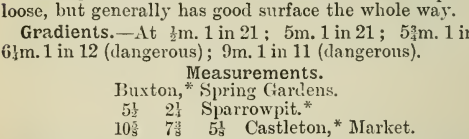
Gradients.—At ½m. 1 in 21; 5m. 1 in 21; 5¾m. 1 in 14; 6¼m. 1 in 12 (dangerous); 9m. 1 in 11 (dangerous).

Measurements.

Buxton,* Spring Gardens.
5½ 2¼ Sparrowpit.*
10⅜ 7⅜ 5⅛ Castleton,* Market.

Principal Objects of Interest.—4¾m., Ebbing and flowing Well. 9m., Mam Tor and Blue John Mine. 10m., Speedwell Mine. Castleton: Peak Caverns, Peveril Castle.

278 Ashbourne to Matlock.



Description.—Class III. A very hilly road, with only tolerable surface. The descent to Cromford is very dangerous.

Gradients.—At 1¼m. 1 in 13; 3m. 1 in 10; 3¾m. 1 in 14-12; 4½m. 1 in 13; 8¼m. 1 in 15; 10½m. 1 in 9 (dangerous). Descent to Wirksworth 1 in 8 (very dangerous).

Measurements.

Ashbourne,* Market Place.
(9 Wirksworth.*)
10⅞ Cromford,* Market.
12⅛ 1¼ Matlock Bath,* Station Hotel.

Supplement Routes.

This Supplement is intended to give the remaining routes round those towns lying close to the Scottish Border, where the roads are in that country; and also diagrams of the two main highways from London to the North.

(Reprinted from the "Contour Road Book of Scotland.")

3.	BERWICK to EDINBRO'.		41.	CARLISLE to HAWICK.	
33.	,,	LAUDER.	51.	,,	MOFFAT, &c.
34.	,,	DUNS.	62.	,,	DUMFRIES.
36, 37.	,,	KELSO.			

LONDON TO GRANTHAM, 111⅛m.

Grantham to Doncaster: see Route 137.

London to:—

Place.	*Route.*	*Miles.*	*Place.*	*Route.*	*Miles.*
Barnsley ...	134	181¼	Newcastle ...	85, 91, 8 ...	279½
Bradford ...	105	197⅜	Sunderland—		
Darlington ...	85, 91, 8 ...	246	*By Durham*	85, 91, 8, 32	277⅜
Harrogate ...	140, 94 ...	204½	*By Stockton*	85, 91, 53, 9	272½
Hull	136, 80 ...	212⅞	Scarborough ...	85, 82 ...	237⅜
Kendal	111, 116, 103...	263⅜	Whitby ...	85, 62, 68...	244⅝
Leeds	111	190⅞	York	85	197⅜
Middlesbro'	85, 91, 83...	249½			

LONDON TO NEWCASTLE-UNDER-LYME, 149¼m.

Via *Coventry and Lichfield.*

London to:—

Place.	*Route.*	*Miles.*	*Place.*	*Route.*	*Miles.*
Blackburn	231, 209, 212...	214⅜	Lancaster	231, 209, 203...	234¾
Blackpool	231, 209, 204...	233¾	Liverpool	231	201⅜
Carlisle	231, 209, 203, 161	300⅝	Manchester...	231, 244 ...	185⅞
Chester	265	182¼	Preston ...	231, 209 ...	213⅜
Kendal ...	231, 209, 203...	256	Warrington ...	231	183⅞

LONDON TO DERBY.

Approximate Measurement.

London.
66 Northampton.
97½ 31½ Leicester.
125½ 59½ 28 Derby.

London to:—

Place.	*Route.*	*Miles.*
Buxton ...	... 274... ...	163⅝
Manchester	274, 242 ...	188¼
Matlock ...	... 274... ...	142⅜
Sheffield ...	275, 155 ...	166

3 EDINBURGH TO BERWICK.

Description.—Class I. Magnificent highway throughout. The surface between Edinburgh and Musselburgh is only fair, on account of suburban traffic; the next mile and a half to Levenhall past the Race Course very rough indeed, but after Tranent the road is very fine right on to Cockburnspath, though a little rough about Dunbar. Be careful entering East Linton from both sides, as the road is narrow at the turn. The remaining section to Berwick is good. The direct road, Beltonford to Broxburn, avoiding Dunbar, is very variable, usually rough. The old-fashioned paving in Haddington is simply execrable.

Gradients.—Very favourable on the whole, except the ascent from Levenhall, 1 in 24; ascent at Cockburnspath 1 in 15, and the highly dangerous Tower Bridge, descent on both sides 1 in 13.

Milestones.—Measured from New Waverley Hotel, Edinburgh (Old G.P.O.), and from Berwick Town Hall, only fairly accurate. Between Cockburnspath and Burnmouth they are unreliable.

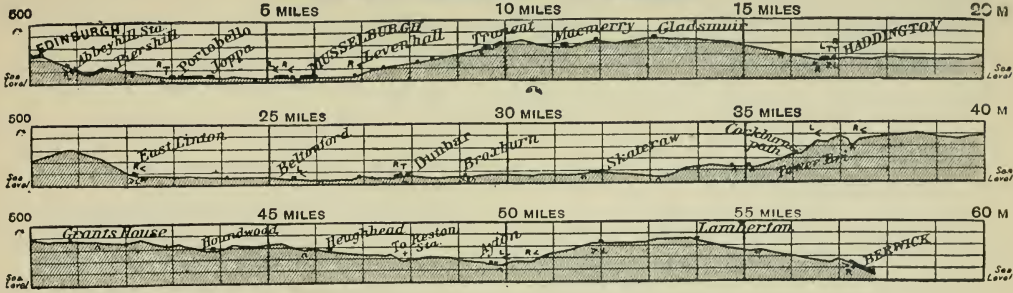
Measurements.

Edinburgh,* G.P.O.									
3¼	Portobello,* Town Hall.								
5⅝	2⅜	Musselburgh * Bridge.							
9¾	6½	4⅛	Tranent,* P.O.						
16⅝	13⅜	11	6⅞	Haddington,* Town Hall.					
22¼	19	16⅝	12½	5⅝	East Linton * Bridge.				
27¾	24½	22⅛	18	11⅛	5½	Dunbar,* High St.			
36	32¾	30⅜	26¼	19⅜	13¾	8¼	Cockburnspath.		
49⅝	46⅜	44	39⅞	33	27⅜	21⅞	13⅜	Ayton.*	
57¾	54½	52⅛	48	41⅛	35⅛	30	21¾	8⅜	Berwick,* Town Hall.

Principal Objects of Interest.—1¾m., Piershill Barracks. 5½m., MUSSELBURGH; Old Bridge, Pinkie House and Battlefield, 1547. 6m., Race Course. 9m., To N., Preston Tower; Battle, 1745. 16½m., Fergusson's Monument. HADDINGTON; Abbey; monument on hill to N. is the Hopetoun Monument. DUNBAR; Castle ruins. 29¾m., Battlefield. 36½m., to N., Pease Bridge and Fast Castle. 46½m., to N., Coldingham Priory. 51¾m., Burnmouth at bottom of cliffs; BERWICK; Walls; and Bridge, built in 1624.

Hotels or Inns at places marked * and at Levenhall, Grant's House, and Houndwood.

Route 3. Edinburgh to Berwick.



Signs: < Road Fork, forward journey, > ditto reverse. + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.
The directions R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below

33 BERWICK TO LAUDER, &c.

Description.—Class II. A good road as far as Gavinton, thence very hilly and somewhat rough to Westruther, after which the surface improves. From Lauder to Stow is a rough and very steep road. For Duns keep to R. at 13⅝m., and join this road at 17¾m.—½m. longer.

Gradients.—At 18¾m. 1 in 22; 29½m. 1 in 21; 32¼m. 1 in 25-20; 34m. 1 in 22, 1 in 15; 38m. 1 in 27-13, 9-12.

Milestones.—Measured from Duns, except near Berwick.

					Measurements.
					Berwick,* Town Hall.
				5	Paxton.*
(15¼	10¼				*Duns,* Town Hall*).
25⅝	20⅝	10½			Westruther Church.
33¼	28¼	17⅛	7⅝		Lauder,* Town House.
38½	33½	22⅝	12⅝	5¼	Stow,* Town Hall.

Principal Objects of Interest.—4½m., Paxton House. DUNS; Castle, Spa, Duns Law. Moorland Road to Westruther. LAUDER; Thirlestane Castle.

Hotels or Inns at places marked * and at Whiteburn.

34 BERWICK TO DUNS.

Description.—Class II. A very fair but hilly road all the way. This joins the previous Route at 13⅜m.

Gradients.—1½m.1/20; 2¾m.1/24; 13⅜m. 1/22; 14¼m.1/24.

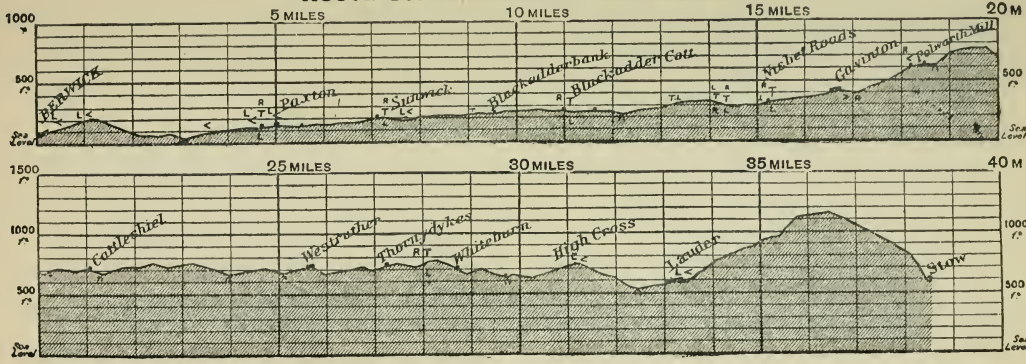
Milestones.—Measured from Duns, except near Berwick.

		Measurements.
		Berwick,* Town Hall.
8¾		Chirnside* Church.
15¼	6½	Duns,* Town Hall.

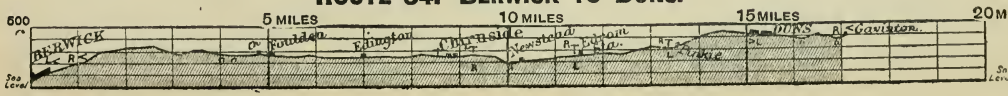
Principal Objects of Interest.—2½m., Battlefield, 1333 CHIRNSIDE; Ninewells Old Tree. 12m., Wedderburn Castle. DUNS; as above.

Hotels or Inns at places marked *.

Route 33. Berwick to Lauder, &c.



Route 34. Berwick to Duns.



36 KELSO TO BERWICK.

Description.—Class I. A very fine smooth road, with easy undulations. This is the best road.

Gradients.—At 6¼m. 1 in 24 (Turn); 8¼m. 1 in 20.

Milestones.—Measured from Kelso, and Berwick Bridge.

Measurements.

Kelso,* Square.				
8¾	Coldstream.*			
13⅝	4⅝	Twizell Bridge.		
23	14¼	9⅜	Tweedmouth.*	
23½	14¾	10⅛	½	Berwick,* Town Hall.

Principal Objects of Interest.—Henderside Park. Twizell Bridge and Castle. 16⅝m., Norham Castle. BERWICK; Bridge and ancient Walls. The scenery is very pretty.

Hotels or Inns at places marked * and at Cornhill.

37 KELSO TO BERWICK.

Description.—Class II. The road has a good surface, but is hilly. Special attention to the proper road will need to be taken at the turns.

Gradients.—4¼m. 1 in 23; 20½m. 1 in 25.

Milestones.—Measured from Kelso Square, and Berwick Town Hall,—not very correct.

Measurements.

Kelso,* Square.				
5¾	Eccles.			
8¼	2½	Leitholm.		
11¾	6	3½	Swinton.*	
23⅜	17⅞	15⅝	11⅞	Berwick,* Town Hall.

Principal Objects of Interest.—Ednam; Thomson's Birthplace.

Hotels or Inns at places marked *.

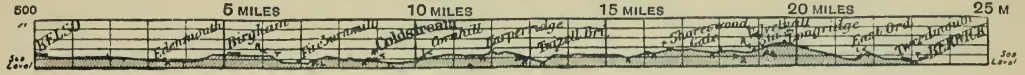
41 HAWICK TO CARLISLE.

Description.—Class I. A magnificent road the whole way to Carlisle. Leaving Hawick, the road is a little rough, but thereafter it is very smooth with easy hills right up to the summit. The descent is gradual, with several slight undulations to Langholm, after which the road is very good till near Carlisle, when it becomes lumpy through heavy traffic.

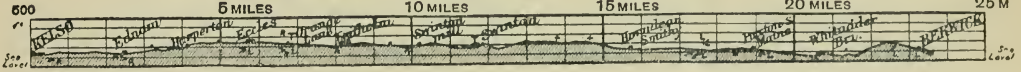
Gradients.—1 in 25 is the maximum grade to Langholm, then at 24¼m. 1 in 19; and 24¾m. 1 in 24. Stanwix Hill is about 1 in 16.

Milestones.—Measured from Edinr., Crosscauseway, *via* Clovenfords,—correct to Scots Dyke; thence measured from Carlisle Market.

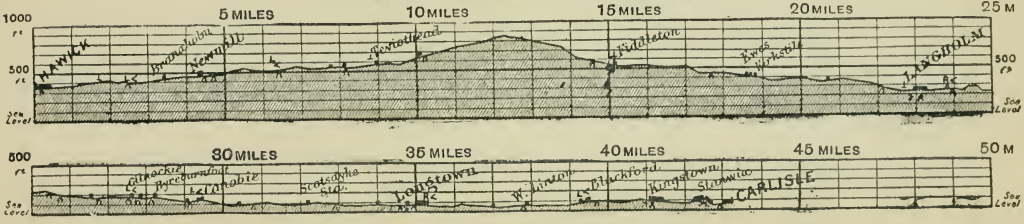
Route 36. Kelso to Berwick *(via Coldstream).*



Route 37. Kelso to Berwick *(via Swinton).*



Route 41. Hawick to Carlisle.



Measurements.

Hawick,* Town Hall.					
9	Teviothead.				
23	14	Langholm,* Town Hall.			
29	20	6	Canobie.*		
35	26	12	6	Longtown.*	
43¼	34¼	20¼	14¼	8¼	Carlisle,* Market Place.

Principal Objects of Interest.—3½m. Branxholm Tower, 9m., Caerlanrig Chapel. 27¾m., Gilnockie Tower. 31⅝m., Scots Dyke. CARLISLE; Cathedral, Prison. Pretty scenery between Langholm and Canobie.

Hotels or Inns at places marked *; none at Mosspaul.

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51 ABINGTON TO CARLISLE.

Description.—Class I. This road presents an almost perfect surface the whole way, and excepting a few patches of stones here and there, is generally in the best of condition in wet or dry weather. Generally speaking the higher parts of the road are in less perfect order than the rest, but there is really little difference. Nearing Carlisle, however, the road becomes lumpy owing to the heavy traffic.

Gradients.—The majority of the gradients on this road are 1 in 27, but 1 in 21 at 36¼m., 1 in 25 at 38½m., and Stanwix Hill about 1 in 16, will be found the only slopes of note. The road is beautifully engineered.

Milestones.—Measured from Glasgow, through Ecclefechan,—correct.

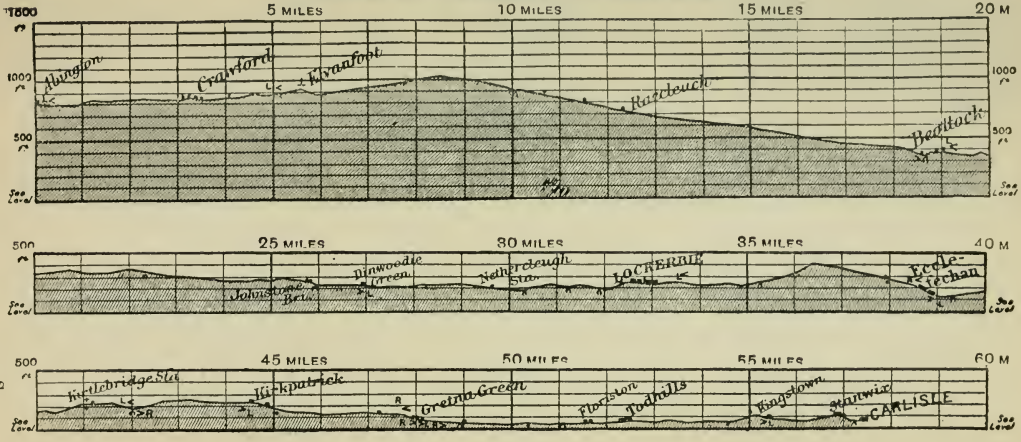
Measurements.

Abington.*								
3¼	Crawford.*							
(6⅛	2⅞	Elvanfoot Station.)						
(20¼	17	15½	Moffat.*)					
18¾	15½	14	1⅞	Beattock Station.				
25⅝	22⅜	20⅞	8¼	6⅞	Johnston Bridge, P.O.			
32¾	29½	28	15⅞	14	7⅛	Lockerbie,* Town Hall.		
38¾	35½	34	21⅞	20	13½	6	Ecclefechan.*	
48	44¾	43¼	31⅛	29¼	22⅜	15¼	9¼	Gretna Green.*
57½	54¼	52¾	40⅝	38¾	31⅞	24¾	18¾	9½ Carlisle,* Market Pl

Principal Objects of Interest.—18m. Garpol Glen. 29¼m. Jardine Hall. ECCLEFECHAN; Carlyle's Birthplace and Grave. 42½m. Merkland Cross. GRETNA GREEN; Inn, Tollhouse, etc. 49m. Sark Bridge, boundary England and Scotland. CARLISLE; Cathedral, Prison.

Hotels or Inns at places marked * and at (Moffat), Kirtlebridge, and Kirkpatrick. Beattock Hotel closed.

Route 51. Abington to Carlisle.



62 DUMFRIES TO CARLISLE.

Description.—Class I. The surface of the road is very fine almost the whole way to Carlisle, and the gradients are remarkably easy. Nearing Carlisle the road becomes very lumpy with the heavy traffic over it, and the descent at Stanwix is rather steep. The next route to Annan, though shorter and a good road, is not quite so easy as this.

Gradients.—Stanwix Hill is about 1 in 16.

Milestones.—Measured from Greyfriars Church Dumfries, to Collin; thereafter to the Border (where the milestones measured from Glasgow are met), they are seemingly measured from Carlisle, Market Place.

Measurements.

Dumfries,* Mid-steeple.						
3⅝	Collin.					
9¾	6¼	Clarencefield.*				
13¼	9⅝	3⅝	Cummertrees.			
16¼	13¼	6⅞	3½	Annan,* Cross.		
23	19⅝	13⅜	9¾	6¼	Rigg.	
34⅛	30½	24¼	20⅞	17⅝	11½	Carlisle,* Market Place.

Principal Objects of Interest.—9½m. Comlongan Castle. 10¾m. Ruthwell Cross. (25m. Gretna Green). 25½m. Sark Bridge, the boundary Scotland and England. CARLISLE; Cathedral, Prison.

Hotels or Inns at places marked *.

63 DUMFRIES TO ANNAN.

Description.—Class II. This road has a good surface, but is more hilly than the previous Route. It is however more direct.

Gradients.—Ruling gradient 1 in 28, but at 6¾m. 1 in 22.

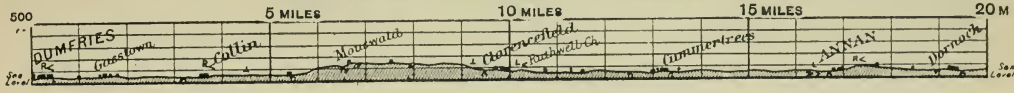
Milestones.—To Collin measured from Dumfries, Greyfriars Church; thereafter seemingly from Carlisle, Market.

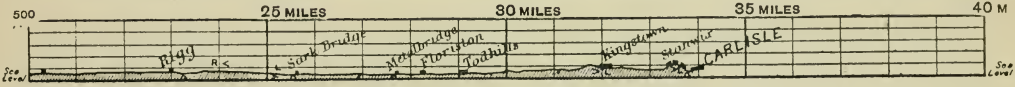
Measurements.

Dumfries,* Mid-steeple.				
3⅝	Collin.			
9	5⅝	Carrutherstown.		
15½	11⅞	6½	Annan,* Cross.	
32⅞	29¼	23⅞	17⅜	Carlisle,* Market Place.

Hotels or Inns at places marked *.

Route 62. Dumfries to Carlisle.



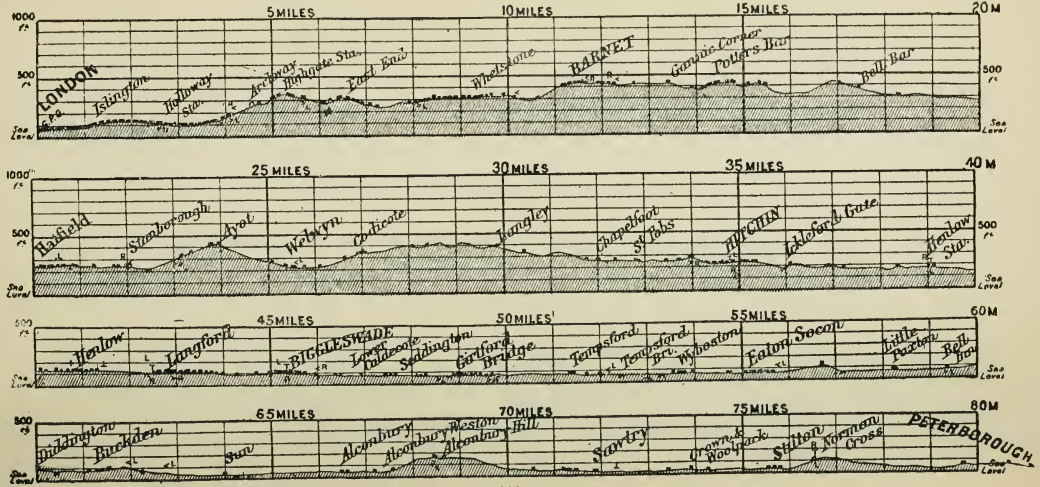


Route 63. Dumfries to Annan.

Signs: < Road Fork, forward journey. > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge ⊤ indicates a sharp turn.
The directions R (right) and L (left) for the forward journey are above the line, those of the reverse, below.

London to Grantham.

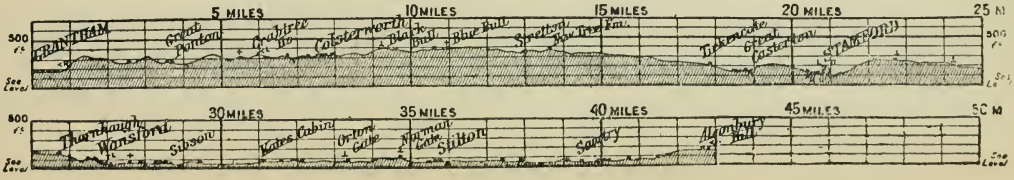
For diagram from Alconbury Hill to Grantham: see below (reversed).



London to Grantham

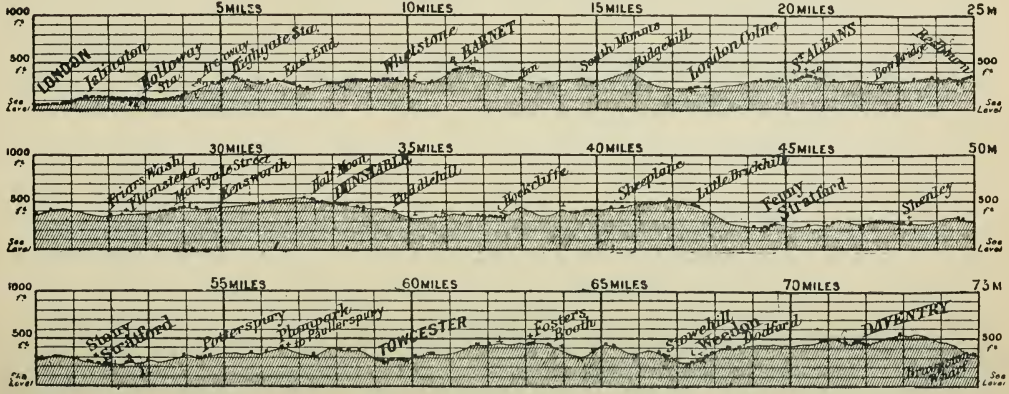
London,* G.P.O.											
11½	Barnet.*										
20¼	8¾	Hatfield.*									
25⅜	13⅞	5⅛	Welwyn.*								
34⅝	23¼	14⅜	9¼	Hitchin.*							
45⅜	33⅞	25⅛	20	10¾	Biggleswade.*						
55¼	43¾	35	29⅞	20⅝	9⅞	Eaton Socon.*					
61¼	49¾	41	35⅞	26⅝	15⅞	6	Buckden.*				
68¼	56¾	48	42⅞	33⅝	22⅞	13	7	Alconbury Hill.*			
76⅜	64⅞	56⅛	51	41¾	31	21⅛	15⅛	8⅛	Norman Cross.*		
(81⅞	70⅜	61⅝	56½	47¼	36½	26⅝	20⅝	13⅜	5½	Peterborough.*)	
84⅜	72⅞	64⅛	59	49¾	39	29⅛	23⅛	16⅛	8	Wansford.*	
90¼	78¾	70	64⅞	55⅝	44⅞	35	29	22	13⅞	5⅞	Stamford.*
103¼	91¾	83	77⅞	68⅝	57⅞	48	42	35	26⅞	18⅞	13 Colsterworth.*
111⅛	99⅝	90⅞	85¾	76½	65¾	55⅞	49⅞	42⅞	34¾	26¾	20⅞ 7⅞ Grantham.*

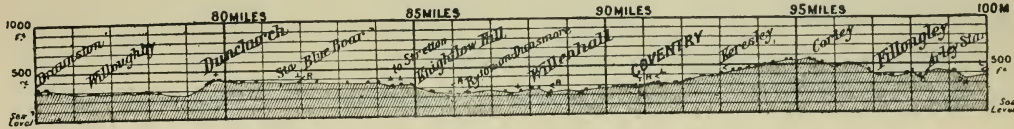
For diagram from London to Alconbury Hill: see above.

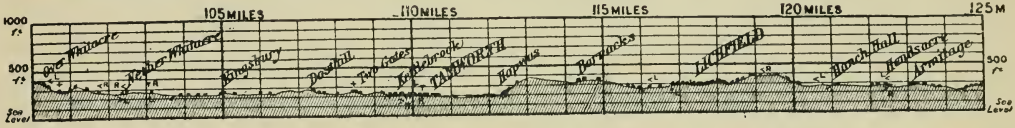


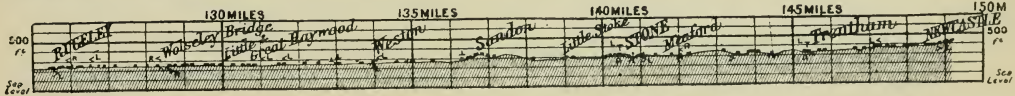
London to Newcastle-under-Lyme.

(For Measurements see page 232.)









Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn.
The direction R (right) and L (left) for the forward journey are above the Road Line, those of the reverse, below.

London to Newcastle-under-Lyme.

(For diagrams see previous pages.)

London,* G.P.O.														
11½	Barnet.*													
20⅝	9⅛	St. Albans.*												
33	21½	12⅜	Dunstable.*											
44⅝	33½	24	11⅝	Fenny Stratford.*										
51⅝	40½	31	18⅝	7	Stony Stratford.*									
59⅝	48½	39	26⅝	15	8	Towcester.*								
71¾	60¼	51⅛	38¾	27⅛	20⅛	12½	Daventry.*							
79¾	68¼	59⅛	46¾	35⅛	28⅛	20⅛	8	Dunchurch.*						
90⅞	79⅜	70¼	57⅞	46¼	39¼	31¼	19⅛	11⅛	Coventry.*					
105	93½	84⅜	72	60⅜	53⅜	45⅜	33¼	25¼	14⅛	Kingsbury.*				
110¼	98¾	89⅝	77¼	65⅝	58⅝	50⅝	38½	30½	19⅜	5¼	Tamworth.*			
117½	106	96⅞	84½	72⅞	65⅞	57⅞	45¾	37¾	26⅝	12½	7¼	Lichfield.*		
126⅞	114⅝	105½	93⅛	81½	74½	66½	54⅜	46⅜	35¼	21⅛	15⅞	8⅝	Rugeley.*	
140½	129	119⅞	107½	95⅞	88⅞	80⅞	68¾	60¾	49⅝	35½	30¼	23	14⅜	Stone.*
149⅛	137⅝	128½	116⅛	104½	97½	89½	77⅜	69⅜	58¼	44⅛	38⅞	31⅝	23	8⅝	Newcastle-under-Lyme.*

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